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EIGHTH BIENNIAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF MISSISSIPPI

FOR THE

Two Years Ending June 30th, 1901.

JOHN D. McINNIS, President.

A. Q. MAY,

J. C. KINCANNON,

Commissioners.

JOHN A. WEBB, Secretary.

FROM THE PRESSES OF
WALKER, EVANS & COGSWELL CO.,
CHARLESTON, S. C.
1901.

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Miss
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EIGHTH BIENNIAL REPORT.

Office of the Mississippi Railroad Commission,
Jackson, Miss., November 1st, 1901.

To His Excellency, A. H. LONGINO, Governor:

In compliance with Section 4333, Chapter 34, Code of 1892, we have the honor to submit herewith the Eighth Biennial Report of this Commission, for the two years ending June 30th, 1901.

The facts as given show the work done by the Commission, the changes made, and reductions put into effect by the different lines, through the orders of this body. There are some changes in the law which this commission would like to suggest, but owing to the fact that it would be impossible for the Legislature in a short session to handle them, these changes will not be brought to your Excellency's attention until our next Biennial Report, which will come before the regular session of the Legislature in 1904.

ORGANIZATION.

The Commission was organized as follows:

John D. McInnis, President.

A. Q. May, J. C. Kincannon, Commissioners.

John A. Webb, Secretary.

DOCKETED CASES.

The Commission have handled one hundred docketed cases, and equally as many more of less importance, settled by correspondence.

Of the important cases handled by the Commission, may be mentioned:

The Commission

vs.

All Railroads.

Cotton Seed Rates, Car Loads, and Less than Car Loads.

The Commission being of the opinion that the rates as charged on cotton seed were too high, as compared with other commodities, summoned all the traffic officials to appear, with the view of a general reduction in said rates, and the formulation of a joint tariff on said commodity, when shipped over two or more roads. In this effort the Commission were met with a good deal of opposition, and in the case of the Y. & M. V. R. R. Co. and I. C. R. R., were carried into the United States Court by injunction, restraining the Commission from interfering with the tariffs of said roads, or any change in their then tariffs. This injunction was finally dissolved

by the railroads at interest, and they agreeing to adopt and put into effect the Commission tariff; objection having been withdrawn, the roads in the State agreed to put into effect the following Commission's tariff on cotton seed:

Office of the Railroad Commission,
Jackson, Miss., September 19th, 1900.

COTTON SEED RATES.

It is ordered by the Railroad Commission, that the following shall be the rate on cotton seed, in car loads, minimum 24,000 pounds, over each road in the State, viz:

5 miles and under	4 cents per 100 pounds.
10 miles, and over 5	4 " "
15 miles, and over 10	5 " "
20 miles, and over 15	5 " "
25 miles, and over 20	5 " "
30 miles, and over 25	6 " "
35 miles, and over 30	6 " "
40 miles, and over 35	6 " "
45 miles, and over 40	7 " "
50 miles, and over 45	7 " "
55 miles, and over 50	8 " "
60 miles, and over 55	8 " "
65 miles, and over 60	8 " "
70 miles, and over 65	8 " "
75 miles, and over 70	8 " "
80 miles, and over 75	8 " "
85 miles, and over 80	8 " "
90 miles, and over 85	8 " "
95 miles, and over 90	8 " "
100 miles, and over 95	8 " "
105 miles, and over 100	9 " "
110 miles, and over 105	9 " "
115 miles, and over 110	9 " "
120 miles, and over 115	9 " "
125 miles, and over 120	9 " "
130 miles, and over 125	9 " "
135 miles, and over 130	9 " "
140 miles, and over 135	9 " "
145 miles, and over 140	10 " "
150 miles, and over 145	10 " "
200 miles, and over 150	11 " "
300 miles, and over 200	12 " "

It is further ordered, that to make joint rates over two or more roads, the sum of 25 per cent. shall be added to the above figures, to be divided between the different roads as they may agree; the minimum rate being 5 cents per 100 pounds, and the maximum 15 cents per 100.

It is further ordered, that these rates shall become effective and in force from and after October 1st, 1900, and all railroads at interest are hereby instructed and ordered to issue said rates as above, and put in force and effect on the date above named, say October 1st, 1900.

By order of the Commission.

JOHN A. WEBB,
Secretary.

Commission

VS.

All Railroads.

Lumber and Brick Rates in Car Loads and Less.

In this matter the Commission was met with considerable opposition by the railroads in the State, but it was finally agreed by all the railroads to adopt and put in effect the Commission's Tariff, except the Gulf and Ship Island Railroad, who resisted the same, and appealed to the Courts; all other roads in the State adopted and re-issued the tariffs, as is given below:

COMMISSION'S TARIFF ON LUMBER.

Office of the Mississippi Railroad Commission,
Jackson, Miss., March 7th, 1901.

It is ordered by the Mississippi Railroad Commission, that the following rates on lumber be, and are hereby made, and ordered put in effect by all roads in the State, on and after April 1st, 1901. Minimum car load, 24,000 pounds; to make less than car load rates, add 50 per cent. to the car load rates given.

15 miles, and over 5.....	8 c.
30 miles, and over 15.....	8½c.
45 miles, and over 30.....	4 c.
60 miles, and over 45.....	4½c.
75 miles, and over 60.....	5 c.
95 miles, and over 75.....	5½c.
125 miles, and over 95.....	6 c.
150 miles, and over 125.....	7 c.
175 miles, and over 150.....	7½c.
200 miles, and over 175.....	8 c.
250 miles, and over 200.....	8½c.
275 miles, and over 250.....	9 c.
300 miles, and over 275.....	10 c.

Sect.

COMMISSION'S TARIFF ON BRICK.

Office of the Mississippi Railroad Commission,
Jackson, Miss., March 7th, 1901.

It is ordered, by the Mississippi Railroad Commission, that the following uniform rates be, and are hereby issued and made effective on all roads in the State, on brick in car loads, minimum of 40,000 pounds; and on same in less than car loads, add 50 per cent. to the car load rates so named. This rate to be issued and effective on and after April 1st, 1901.

10 miles and under	2 c. per 100
20 miles, and over 10	2½c. "
50 miles, and over 20	3 c. "
95 miles, and over 50	4 c. "
140 miles, and over 95	4½c. "
175 miles, and over 140	5 c. "
200 miles, and over 175	6 c. "
250 miles, and over 200	6½c. "
275 miles, and over 250	7 c. "
300 miles, and over 275	7½c. "

Sect

In the matter of the Gulf and Ship Island Railroad Company failing and refusing to put into effect the tariff of the Commission on cotton seed, the Attorney General, at the request of the Commission, brought suit to restrain the said Gulf and Ship Island Railroad Company from charging higher than the Commission's tariff, and to collect the statutory fine of \$500 per day for failure to obey the order of the Commission.

The following opinion of the Supreme Court will show the finding of the Court in said case:

Mississippi R. R. Commission

9960 v.

Gulf and S. I. R. R. Co.

Report.

CALHOON, J. A careful analysis of the bill shows that this is a suit to restrain the G. & S. I. R. R. Co. from taking rates of freight on cotton seed in car load lots higher than those fixed by the Railroad Commission, and to recover the penalty of \$500 for each overcharge in violation of the order of the Commission, prescribing the rates for all railroad companies in the State.

We do not think the bill maintainable to recover the penalty, for the reason that a Chancery Court will not enforce penalties, except under very peculiar circumstances, and such as are not here presented. Section 4286 of the Code does not affect the jurisdiction of Courts. It merely directs resort to Circuit and Chancery Courts according to the established jurisdiction of each. It would seem that it is hardly within Legislative power, under our Constitution, to authorize bills in Chancery for the mere purpose of recovering penalties.

The bill is not maintainable, as we think, to restrain a company from charging its freight rates, not from want of power in the Court, but because it does not show a violation of law by defendant, and we must presume it could not, the object of the Attorney General being simply to test the lawful authority of the Railroad Commission to supervise the company in view of the charter of the latter.

In this case we think we must take notice of defendant's charter, by which it is empowered to charge its own rates within set limits, and, while the bill avers that these are above those scheduled for all railroads, by order of the Commission, it does not, and, doubtless, could not, aver that they are above those authorized by the charter.

True, it avers that the rates are contrary to law, but this is only a conclusion, and the facts warranting the conclusion are not set out; and we must, therefore, assume that there is no charge that the rates exceeded the charter rates, because they did not exceed them.

In response to the claim that the rates are illegal and unauthorized, because not submitted to, and approved by the Commission, it is sufficient to say there is no charge that the rates were not submitted. The bill presents itself to us, as in truth it was, we suppose, solely designed, as one to test the right of the Commission to fix rates for this as for other companies.

In our judgment the Railroad Commission has the right to see that appellee keeps within the limits of its chartered rights, but the bill, in our view of it, does not show that it has exceeded these rights in the matter complained of.

We refer to the very able opinions in *Stone v. R. R. Co.*, *Stone*

v. Y. & M. V. R. R. Co., 607, 62 Miss., 646, for the law on the subject.

Whether such charter contracts be wise legislation, is not for the Courts to say, but they must recognize and support them as they must recognize and uphold all contracts. Whether the Dartmouth College case was rightfully or wrongfully decided, it is so deeply imbedded at the foundations of American Jurisprudence, that it must remain *in situ*.

The question of joint tariff rates is not in the case, and we do not feel that we should now comply with the suggestion of counsel by considering and passing upon it.

What was the classification of freight of the N. O. J. & G. N. R. R. Co., existing at the date of the charter, and referred to in its Section 19, we cannot consider. Whether this classification can, or cannot, affect this case, it is enough to say that it is not shown in the bill that it does, or can affect it, and it is not averred that the Commission is not in possession of it, nor is any discovery of it asked for in the bill.

Of course the Commission may require and compel, through the proper Courts, the same reports from defendant that it may of any other railroad company, so as to see that it conforms to its charter, and to the law as modified by its charter, and the decree is not in prejudice of this right of the Commission.

Affirmed.

Numerous complaints being made to the Commission by the patrons of the Mobile and Ohio, and Yazoo and Mississippi Valley Railroads, as to the very high and oppressive rates on commodities, including 5th and 6th classes, and grain products, etc., the Commission cited these roads to appear and show cause why their tariffs on said commodities be not reduced, after a long and continuous conference, the roads agreed to adopt and put into effect the Commission's rates, as shown in the following tariffs, these rates in most instances showing a reduction in the rates as named, of from twenty-five to thirty per cent. (See Y. & M. V. Tariff, No. 1022, and M. & O. Supplement, No. 15, to Mississippi Tariff No. 326, under the proper heading.) Other changes in rates might be shown in this report, but under the heading of Tariffs will be found the rates as in effect, and a comparison with these, and the rates as promulgated in the Biennial Report for 1899, will show the reductions.

PURCHASE OR ABSORPTION OF THE M. & O. R. R. BY THE SOUTHERN RAILWAY COMPANY.

The attention of the Commission being called to the purchase or absorption of the Mobile and Ohio Railroad Company by the Southern Railway Company, it being held by some that the said purchase was in violation of Section 3587 of the Annotated Code of Mississippi, the Southern being a competing or parallel line, and by others that said purchase was in violation of Section 197 of the Constitution of the State. After investigation and research on the part of the Commission, it was dismissed from further consideration, and the following resolution passed:

Resolved, That the consideration of the proposed arrangement between the Mobile and Ohio Railroad, and the Southern Railway Company, be, and is hereby dismissed.

The above resolution having passed, the pending matter as above referred to, as to the purchase or lease of the Mobile and Ohio Railroad Company by the Southern Railway Company, is dismissed.

It is understood that this dismissal in no manner stops further inquiry into the matter of consolidation.

SUPERVISION OF TELEPHONE CO.

L. Brann and Others

vs.

Cumberland Tel. and Tele. Co.

Petition that Commission supervise and regulate the tariffs of said company, in accordance with Section 4291.

The Commission issued the following tariff of rates and rules governing the use and charge of telephones in the State:

MISSISSIPPI RAILROAD COMMISSION.

9

STANDARD RATES FOR MISS.

RESIDENCE.

BUSINESS.

	3 Party.	2 Party.	Direct.	L. D.	3 Party.	2 Party.	Direct.	L. D.
Baldwin	\$1 00	\$1 25	\$1 50	\$2 50	\$1 50	\$2 00	\$2 50	\$3 50
Batesville.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Bay St. Louis.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Biloxi	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Brookhaven.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Canton.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Carrollton.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Centreville.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Clarksdale.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Columbus.....	1 00	1 50	1 50	2 50	1 50	2 00	2 50	3 50
Como	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Corinth.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Crystal Springs.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Durant	1 00	1 25	1 50	2 50	1 50	2 30	2 50	3 50
Fayette.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Friar's P't	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 00
Gloster.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Greenville.....	1 00	1 50	2 00	2 50	2 00	2 50	3 00	3 50
Grenada.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Greenwood.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Gulfport.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Hazelhurst.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Indianola.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Iuka.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Jackson.....	1 00	1 50	2 00	2 50	1 50	2 50	3 00	3 50
Kosciusko.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
McComb Ct.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Meridian.....	1 00	1 50	1 50	2 50	1 50	2 00	3 50	4 00
Natchez.....	1 00	1 50	2 00	2 50	1 50	2 50	3 50	4 00
Newton.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Ocean Sp'gs.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Pass Christian.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Port Gibson.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Rosedale.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 00
Sardis.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Scranton.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Senatobia.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Summitt.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Tunica.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Tupelo.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Vaiden.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Vicksburg.....	1 00	1 50	2 00	2 50	1 50	2 00	3 50	4 00
Wesson.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Winona.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50
Yazoo City.....	1 00	1 25	1 50	2 50	1 50	2 00	2 50	3 50

Office of the Mississippi Railroad Commission,
Jackson, Miss., February 6th, 1901.

It is Ordered by the Mississippi Railroad Commission,

That the charges now in use by the telephone companies, both for long distance and local business, are approved, except:

First. The maximum charge between points located in the same County shall never exceed twenty-five cents for any service of three minutes or less time.

Second. The maximum charge for telephones in local residences shall not in any place exceed two dollars, nor be less than one dollar per month. Long distance telephones shall not exceed two dollars and fifty cents per month.

Third. The maximum charge for telephones in business places shall not exceed four dollars per month, nor less than one dollar and fifty cents per month.

Fourth. It is also ordered, that when a telephone company fixes, or has fixed rates at any place in this State, it shall maintain the same rate in every other place within the State, similar in population and conditions, and in every other place of smaller population, it being the intent hereof, that every telephone company doing business within this State, shall maintain fixed rates, which shall without discrimination between persons, corporations or localities, be applicable under similar circumstances, to all persons and places alike.

Fifth. No telephone company doing business within this State shall increase its rates, except where such rates are now less than the above maximum rates, and in such cases said increase shall be to a sum equal to the rates charged in places similarly situated. No telephone company doing business at any place within the State shall reduce its rates below those charged at other places within the State, without the consent of this Commission, previously obtained upon a proper showing made for that purpose.

DEPOTS BUILT AND IMPROVED.

The Depots built and improved since our last report are as follows:

Russell—On the Ala. Grt. Sou. R. R.—New Depot.
Saucier—On the G. & S. I. R. R.—New Depot.
Sunflower—On the Y. & M. V. R. R.—New Depot.
Tillatoba—On I. C. R. R.—New Depot.
Penton—On Y. & M. V. R. R.—New Depot.
Michigan City—On I. C. R. R.—Improved Depot.
Longview—On C. A. & N. Div. of I. C. R. R.—New Depot.
Kosciusko—On C. A. N. Div. I. C. R. R.—New Depot.
Kelly—On K. C. M. & B. R. R.—New Depot.
Bonner—On A. & V. R. R.—New Passenger Shed.
D,Lo—On G. & S. I. R. R.—New Depot.
Brookhaven—On I. C. R. R.—Improved Frt. and Passen.
Mendenhall—On G. & S. I. R. R.—New Depot.
Arcola—On Sou. R. Way—Separate Waiting Rooms.
Hushpuckena—On Y. & M. V. R. R.—New Depot, under contract.
Forest—On A. & V. R. R.—New Depot.
Morton—On A. & V. R. R.—New Depot.

MILEAGE.

In order to make this report complete in itself, I submit the mileage for the year 1899-1900, and up to June 30th, 1901, as follows:

1899.

I. C., Main Line	301.62	
I. C., Memphis Division	87.83	
I. C., C. A. & N. Division	87.89	
I. C., Kosciusko Branch	18.87	
I. C., M. B. & N. Branch	7.79	508.50
Y. & M. V. R. R., Main Line	814.92	
Y. & M. V. R. R., River Division	85.85	
Y. & M. V. R. R., River Division, Special Chart ..	56.87	
Y. & M. V. R. R., Helena Branch	20.24	
Y. & M. V. R. R., Bayou Sara Branch	8.14	
Y. & M. V. R. R., N. J. & C. Division	98.81	
Y. & M. V. R. R., Yazoo Branch	140.8	
Y. & M. V. R. R., Tallahatchie Branch	44.89	
Y. & M. V. R. R., Sunflower District	21.5	791.08
Yazoo Delta R. R.	20.8	20.3
A. & V. R. R.	141.8	
N. O. & N. E. R. R.	158.139	294.489
Sou. Ry. in Miss	235.68	
Ala. Great Sou	18.78	
M. & C. R. R.	38.4	287.86
K. C. M. & B. R. R.	142.86	142.86
L. & N. R. R.	78.74	78.74
M. & O. R. R.	315.269	315.269
G. & S. I. R. R.	70.2	70.2
Moss Point and P. R. R.	6.	6.
Col. L. and Gulf R. R.	16.4	16.4
Natchez, Columbia and M. R. R.	12.5	12.5
Mobile, Jackson and K. C. R. R.	21.59	21.59
N. O. & N. W. R. R.	2.49	2.49
Gulf and Chicago R. R.	57.00	57.00
Boyle and Sunflower R. R.	16.53	16.53
Laurel and Northwestern R. R.	16.75	16.75
Chicora and Jackson R. R.	26.	26.
Total Mileage for 1899	2674.508	2674.508

MILEAGE FOR 1900.

Name of Railroads.	Miles.	Total Miles.
I. C. R. R., Main Line.....	301.620	
Mem. Divs.....	87.830	
C. A. & N. Div.....	87.890	
Kos. Branch.....	18.370	
M. B. & N. Branch....	7.790	
		503.500
Y. & M. V. R. R., Main Line.....	314.920	
River Side Div.....	85.850	
Special Charter.....	56.870	
Helena Brch.....	20.240	
Bayou Sara Brch....	8.140	
Sunflower Brch.....	37.200	
Tallahatchie Brch....	61.710	
Y. & M. V. Brch....	140.360	
N. J. & C. Brch....	98.310	
Boyle and Sunflower	16.530	
		840.130
Yazoo Delta R. R.....		20.300
Sou. Rway. in Miss.....	235.680	
Mem. and Chas.....	33.400	
Ala. Grt. Sou.....	18.780	
		287.860
Mobile and Ohio R. R.....		315.269
N. O. & N. E. R. R.....	153.139	
Ala. and V. Burg R. R.....	141.300	
		294.439
K. C. M. & B. R. R.....	142.860	142.860
Louisville and Nash. R. R.....	73.740	73.740
Moss Point and Pass. R. R.....	6.000	6.000
N. C. & M. R. R.....	13.000	13.000
Gulf and Chicago R. R.....	57.000	57.000
N. O. & N. W. R. R.....	2.510	2.510
M. J. & K. C. R. R.....	21.590	21.590
Gulf and Ship Island R. R.....	125.500	
C. L. & G. R. R.....	27.580	
		153.080
Chicora and Jackson.....	26.000	26.000
		1899.
Total Mileage.....		2757.278 2674.508
The following Logging Roads are not included in the Total Mileage:		
Pearl River Lbr. Co.....	20.000	} Not Incorporated, and doing only a Logging and Lumber business.
Hartman Lbr. Co.....	10.000	
Morton & Helm Lbr. Co.....	5.000	
Keystone Lbr. Co.....	10.000	
Brister Lbr. Co.....	8.000	
Norwood & Butterfield Lbr. Co....	12.000	
J. J. White Lbr. Co.....	15.000	
Fernwood Lbr. Co.....	20.000	
Cook's Lbr. Co.....	5.000	
Stevens' Lbr. Co.....	5.000	
Chalmette Lbr. Co.....	5.000	
Total.....	115.000	115.000
Total Mileage, including Logging Roads.....		2872.278

MILEAGE FOR 1901.

I. C. R. R. and Branches	508,500
Y. & M. V. R. R. and Branches	902,890
M. & O. R. R. and Branches	815,269
L. & N. R. R.	73,740
A. & V. R. R.	141,300
N. O. & N. E. R. R.	153,139
K. C. M. & B. R. R.	142,860
G. & S. I. R. R.	248,000
Sou. Rway. Co., A. G. S. Division	18,780
Sou. Rway. Co., M. & C. Division	34,100
Sou. Rway. in Miss	235,680
G. & C. R. R.	57,000
N. O. & N. W. R. R.	2,220
M. J. & K. C. R. R.	21,590
M. P. & P. R. R.	6,000
N. C. & M. R. R.	15,500
Chicora and Jackson	26,000

Total	2397,568
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1900	2757,278
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Increase over 1900	140,290
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Increase over 1899	228,06
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Logging Roads not shown or included in this report.

COMPARATIVE MILEAGE.

Mileage for 1899	2674,508
Mileage for 1900	2757,278
Mileage for 1901	2897,568

Showing an increase since June 30th, 1899, of 228 $\frac{228}{1000}$ miles.

LOGGING ROAD IN MISSISSIPPI.

It will be noted that we have omitted the mileage of the Logging Roads from this report; this is due to the fact that it was impossible to procure proper data by which to incorporate said mileage, but it can be safely said that the mileage of Logging Roads in Mississippi for the year ending June 30th, 1901, is double that as reported in the report for 1900; as the development and opening of the G. & S. I. R. R. has been the means of opening a number of new industries along its line, which so far I have been unable to procure proper information from which to compile the mileage.

NEW MILEAGE FOR 1901 WHICH DOES NOT APPEAR IN THIS REPORT.

The Y. & M. V. R. R. will show in its report for 1902 quite an increase in its mileage. To instance, the completion of the road from Parson's to Grenada, 15.20 miles; Kimball Lake to Melvina, 9.77 miles; from Lake Cormorant to Tutwiler, 67.00 miles. The

Kingston and Central Mississippi R. R. will show a mileage completed of 15 miles, and 10 miles under construction; the Mobile, Jackson and K. C. R. R. have their entire line from Merrill to Hattiesburg under contract, and being built; the Pearl and Leaf River R. R. will show an increase of 12 miles, and will add $1\frac{1}{4}$ miles before January 1st, 1902.

THE TOTAL STATE TAX,

As Assessed by the Commission on the Various Corporations,
are as follows for 1900:

Railroads.	Miles.	Valuation.	Total Valuation.	Tax Assessed.
I. C. R. R., Main Line . . .	301.620	\$12,000	\$ 4,158,057	\$ 24,948 34
“ Memphis Div.	87.830	12,000	1,096,325	6,577 95
“ C. A. & N. Div.	87.890	7,500	704,096	4,224 58
“ Kosciusko Div.	18.370	7,500	144,100	864 60
“ M. B. & M. Div.	7.790	1,600	12,464	74.78
Y. & M. V. R. R., Main Line .	314.920	12,000	4,153,559	24,921 35
“ Riverside Div.	85.850	9,000	820,581	4,923 49
“ “ Div. Spcl. Ch.	56.870	9,000	544,687	3,268 12
“ Helena Branch	20.240	6,000	129,884	779 30
“ Bayou Sara Brch.	8.140	6,000	55,055	330 33
“ Sunflower Dist.	87.200	6,000	233,910	1,403 46
“ Tallahatchie Brch.	61.710	6,000	388,050	2,328 30
“ Yazoo Branch.	140.360	7,500	1,118,552	6,711 31
“ N. J. & C. Div.	98.310	9,000	920,486	5,522 92
“ Boyle & Sunflower	16.530	3,000	49,590	297 54
“ Yazoo Delta.	20.300	6,000	126,970	761 82
Mobile and Ohio R. R. . . .	315.269	9,000	3,042,363	18,254 19
Southern Ry. in Miss. . . .	235.680	8,000	1,880,763	11,284 58
Memphis & Cha'stn R. R. . .	33.400	10,000	357,185	2,143 11
Ala. Great Southern R. R. . .	18.780	12,000	248,540	1,491 24
K. C. M. & B. R. R.	142.860	8,500	1,301,551	7,809 30
Ala. and Vicksburg R. R. . .	141.300	8,500	1,401,061	8,406 37
N. O. & N. E. R. R.	153.139	10,000	1,765,315	10,591 89
Lou. and Nashville R. R. . .	73.740	12,000	929,963	5,579 78
M. P. & P. R. R.	6.000	3,000	18,675	112 05
N. C. & M. R. R.	13.000	2,700	44,250	265 50
Gulf and Chicago R. R. . . .	57.000	2,250	135,050	810 30
N. O. & N. W. R. R.	2.510	4,000	17,715	106 29
M. J. & K. C. R. R.	21.590	2,500	56,325	337 95
C. L. & G. R. R.	27.580	3,000	116,175	697 05
Gulf and Ship Island		6,000 and		
Including Laural Branch. . .	125.500	3,000	650,200	3,901 20
Chicora and Jackson	26.000	No valuation; not incorporated.		
Total Railroad Valuation.			\$26,621,497	\$159,728 99
Western Union Tel. Co.			195,034	1,170 21
Postal Tel. and Cable Co. . . .			110,390	662 34
Southern Express Co.			9,296	55 78
American Express Co.			7,445	44 67
Pullman Co.			106,132	636 80
2757.278				
Total Other Corporations.			428,297	2,569 80
Grand Total.	2757.278		\$27,049,794	\$162,298 79

MISSISSIPPI RAILROAD COMMISSION.

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Which makes a Total Valuation of \$27,049,794, and a Total Tax of \$162,298.79, divided into Counties as follows:

Name of Counties.	Valuation.	State Tax, 6 Mills.	County Tax.
Attala	\$ 303,457	\$1,820 75	\$ 2,124 20
Amite	210,087	1,260 44	945 16
Adams	160,287	961 73	1,482 65
Alcorn	353,026	2,118 16	2,118 16
Benton	230,085	1,380 21	1,725 26
Bolivar	1,160,706	6,964 24	16,713 97
Covington	39,900	539 40	694 25
Choctaw	131,012	786 07	982 09
Clarke	503,298	3,019 79	3,522 09
Copiah	403,107	2,418 65	2,821 75
Claiborne	439,032	2,634 20	3,512 21
Clay	472,086	2,832 51	3,540 66
Carroll	385,630	2,313 78	3,085 04
Chickasaw	135,293	811 76	1,149 99
Coahoma	882,688	5,296 12	7,061 50
DeSota	514,509	3,087 05	2,829 80
Franklin	276,734	1,660 41	2,490 60
Grenada	347,758	2,086 54	2,086 54
Greene	65,177	391 06	521 42
Hancock	362,108	2,172 65	1,448 43
Harrison	625,201	3,751 22	2,818 40
Holmes	778,651	4,671 92	4,282 58
Hinds	1,174,477	7,046 85	7,624 10
Issaquena	135,691	814 15	1,017 68
Jasper	130,350	782 10	661 75
Jackson	424,919	2,549 52	2,804 27
Jones	412,552	2,475 31	2,062 76
Jefferson	491,342	2,948 05	3,685 06
Kemper	252,476	1,514 86	1,388 62
Lauderdale	1,007,214	6,043 28	5,539 68
Lee	494,454	2,966 72	2,966 72
LeFlore	646,382	3,878 00	4,947 49
LaFayette	353,649	2,121 90	2,121 90
Lincoln	396,453	2,378 71	2,378 71
Lowndes	543,209	3,259 25	5,432 09
Montgomery	470,234	2,821 40	2,586 29
Monroe	751,963	4,511 78	4,887 76
Marshall	618,542	3,711 26	3,401 98
Marion	262,940	1,517 64	2,023 52
Madison	445,255	2,671 53	3,005 47
Newton	223,078	1,338 47	892 31
Noxubee	248,226	1,489 36	1,365 24
Oktibbeha	331,058	1,986 35	2,432 43
Pike	423,111	2,568 66	3,173 33
Panola	369,980	2,212 88	1,849 90
Pearl River	342,904	2,057 42	2,057 42
Perry	471,113	2,826 67	3,062 23
Pontotoc	41,762	250 57	813 20
Prentiss	172,730	1,036 38	1,295 47
Quitman	1,824	10 94	18 24
Rankin	277,041	1,662 25	1,662 25
Sharkey	450,346	2,702 07	2,927 25
Scott	229,132	1,374 79	1,374 79
Sunflower	517,814	3,106 89	5,048 68
Tallahatchie	309,212	1,855 27	2,164 48

Name of Counties.	Valuation.	State Tax, 6 Mills.	County Tax.
Tate	152,306	913 84	761 58
Tippah	74,225	445 35	630 91
Tishomingo	188,434	1,130 60	1,413 25
Tunica	382,516	2,295 10	2,873 87
Union	266,783	1,600 70	1,067 13
Warren	827,366	4,964 03	8,273 66
Washington	1,218,091	7,308 56	10,962 82
Wayne	301,053	1,806 31	2,709 48
Webster	200,839	1,205 04	1,205 04
Wilkinson	204,618	1,227 71	1,832 50
Yallobusha	574,446	3,446 68	4,021 12
Yazoo	412,971	2,477 83	1,858 37
	<u>\$27,049,879</u>	<u>\$162,298 79</u>	<u>\$108,274 50</u>

STATEMENT OF PRIVILEGE TAXES ASSESSED FOR THE
YEAR 1900, AND DIVIDED INTO COUNTIES
AS FOLLOWS:

	Miles.	Amt. of Privilege
Adams	15.860	\$ 225 35
Alcorn	34.300	599 50
Amite	16.580	331 60
Attala	38.430	384 30
Benton	21.000	370 45
Bolivar	113.490	1,861 95
Carroll	38.860	625 70
Claiborne	39.080	688 05
Clay	53.880	754 65
Clarke	49.864	852 36
Chickasaw	13.060	195 90
Coahoma	92.980	1,370 65
Copiah	30.550	590 60
Choctaw	16.100	161 00
Covington	29.000	290 00
DeSoto	43.370	812 55
Franklin	21.750	435 00
Grenada	27.730	505 00
Greene	15.224	169 51
Harrison	69.070	956 40
Hancock	29.131	582 62
Hinds	111.987	1,742 75
Holmes	79.530	1,055 90
Issaquena	12.110	214 90
Jackson	45.230	746 40
Jasper	12.274	245 48
Jefferson	45.210	777 35
Jones	51.001	840 02
Kemper	26.407	396 10
Lafayette	27.790	555 80
Lauderdale	79.132	1,335 79
Lee	51.928	778 92
LeFlore	89.100	999 05
Lincoln	44.750	687 10
Lowndes	57.380	860 70
Madison	34.900	611 30

MISSISSIPPI RAILROAD COMMISSION.

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	Miles.	Amt of Privilege.
Marshall	56.300	965 80
Marion	31.184	520 35
Montgomery	48.990	755 05
Monroe	78.440	1,117 65
Newton	24.346	365 10
Noxubee	25.820	387 30
Oktibbeha	39.811	452 86
Panola	28.660	573 20
Perry	63.561	768 72
Pearl River	35.468	639 38
Pike	24.960	499 20
Pontotoc	11.990	49 85
Prentiss	18.447	276 70
Rankin	29.872	448 08
Scott	24.385	365 77
Sharkey	36.150	709 90
Sunflower	77.430	870 55
Tate	11.950	239 00
Tishomingo	16.400	328 00
Tippah	31.000	62 00
Tunica	30.020	600 40
Union	41.130	408 95
Warren	49.144	916 01
Washington	124.900	1,728 03
Wayne	57.124	726 86
Webster	23.700	355 50
Wilkinson	18.970	298 00
Yallobusha	39.150	783 00
Yazoo	44.620	545 30
Total	2757.281	\$41,857 50

RECAPITULATION OF TAXES AS ASSESSED
FOR THE YEAR 1900.

	Valuation.	Taxes.
Railroads	\$26,621,497	\$159,728 99
Other Corporations	428,297	2,569 80
Privilege Taxes		41,857 50
County Taxes		198,274 50
Total	\$27,049,794	\$397,430 79

**TOTAL VALUATIONS AND TAXES AS ASSESSED BY THE
COMMISSION FOR THE YEAR 1901, ON RAILROADS
AND OTHER CORPORATIONS.**

	Miles.	Val.	State Tax.
I. C. R. R. and Branches	508.500	\$ 6,135,475	\$ 36,812 85
Y. & M. V. R. R. and Branches	902.890	9,047,666	54,285 99
M. & O. R. R.	815.269	3,069,008	18,414 04
L. & N. R. R.	73.740	939,438	5,636 90
A. & V. R. R.	141.300	1,406,921	8,441 52
N. O. & N. E. R. R.	153.139	1,765,915	10,595 49
K. C. M. & B. R. R.	142.860	1,802,255	7,813 53
G. & S. I. R. R.	248.000	1,394,350	8,366 10
Sou. Rway., A. G. S.	18.780	250,950	1,505 70
" M. & C.	34.100	367,205	2,203 33
" Main Line	235.680	1,882,601	11,295 61
G. & C. R. R.	57.000	135,149	810 89
N. O. N. W. R. R.	2.220	15,750	94 50
M. J. & K. C. R. R.	21.590	67,270	403 62
M. P. & P. R. R.	6.000	18,675	112 05
N. C. & M. R. R.	15.500	48,100	288 60
Chicora and Jackson	26.000	Not Incorporate.	
Total Railroads	2,897.568	\$27,846,773	\$167,080 62
Sou. Ex. Co.		10,265	61 57
Am. Ex. Co.		7,707	46 25
W. U. Tel. Co.		210,673	1,264 04
Postal Tel. Co.		115,408	692 43
Pullman Co.		104,404	626 42
	2,897.568	\$28,295,228	\$169,771 41
Mileage 1900	2,757.278	27,049,794	162,298 78
Increase	140.290	\$ 1,245,434	\$ 7,472 63

**RECAPITULATION BY COUNTIES SHOWING VALUE AND
STATE TAX AS ASSESSED BY THE COMMISSION FOR
THE YEAR 1901.**

Counties.	Valuation.	State Tax.
Adams	\$ 153,030	\$ 918 19
Amite	210,201	1,261 20
Alcorn	355,616	2,133 69
Attala	304,806	1,828 83
Bolivar	1,203,133	7,218 80
Benton	299,997	1,380 00
Carroll	386,166	2,316 98
Claiborne	439,648	2,637 89
Choctaw	130,574	783 44
Coahoma	906,351	5,438 10
Clarke	505,389	3,032 34
Copiah	403,452	2,420 71
Chickasaw	130,051	816 30
Clay	473,945	2,843 69
Covington	184,635	1,107 81
DeSoto	515,108	3,090 66
Franklin	277,178	1 663 07

Counties.	Valuation.	State Tax.
Greene	71,392	428 36
Grenada	347,679	2,086 07
Hancock	362,750	2,176 50
Harrison	631,336	3,788 00
Hinds	1,188,389	7,180 32
Holmes	782,958	4,697 75
Issaquena	135,743	814 46
Jasper	129,761	778 57
Jackson	488,553	2,631 32
Jefferson	494,002	2,964 02
Jones	437,050	2,622 30
Kemper	252,289	1,513 74
Lawrence	2,000	12 00
Lafayette	354,123	2,124 74
Lauderdale	1,026,547	6,159 28
Lincoln	401,198	2,407 18
Leflore	685,430	4,112 59
Lee	495,706	2,974 24
Lowndes	545,409	3,272 44
Newton	223,859	1,343 16
Noxubee	249,945	1,499 67
Madison	446,259	2,677 55
Marshall	619,738	3,718 42
Marion	348,178	2,089 07
Monroe	753,204	4,519 24
Montgomery	471,570	2,829 42
Oktibbeha	331,904	1,991 41
Pike	430,334	2,532 09
Panola	370,196	2,221 18
Pontotoc	41,914	251 48
Prentiss	172,849	1,037 09
Perry	473,977	2,843 86
Pearl River	342,754	2,056 65
Quitman	2,457	14 74
Rankin	402,658	2,415 95
Scott	231,673	1,390 03
Sharkey	451,391	2,708 35
Simpson	197,777	1,186 66
Sunflower	602,971	3,617 83
Smith	83,977	503 86
Tallahatchie	396,516	2,379 09
Tate	152,442	914 65
Tunica	339,866	2,939 19
Tippah	74,225	445 35
Tishomingo	197,249	1,183 49
Union	267,212	1,608 27
Washington	1,436,331	8,617 99
Warren	833,986	5,003 86
Wayne	302,806	1,816 84
Webster	200,563	1,203 38
Wilkinson	205,364	1,232 18
Yallobusha	576,778	3,460 67
Yazoo	414,711	2,488 25
Total	\$28,295,238	\$169,771 41

PRIVILEGE TAX—1901.

Classification and Mileage of Railroads in the State for 1901.

Railroads.	Class.	Miles.	Tax Per Mile.	Total Privilege.
I. C. R. R., Main Line.....	1st	301.620	\$20 00	\$ 6,032 40
Mem. Div.....	1st	87.830	20 00	1,756 60
C. A. & N. Div.....	3d	87.890	10 00	878 90
Kos. Brch.....	3d	18.870	10 00	188 70
M. B. & N. Div.....	3d	7.790	10 00	77 90
Y. & M. V., Main Line.....	1st	314.920	20 00	6,298 40
Riv. Div.....	2d	159.890	15 00	2,398 85
N. J. & C. Div.....	2d	98.810	15 00	1,474 65
Yazoo Brch.....	3d	140.860	10 00	1,408 60
Tal. Brch. and Sunflower Dist.....	3d	133.120	10 00	1,331 20
Helena Brch.....	3d	20.240	10 00	202 40
Bayou Sara Brch.....	3d	8.140	10 00	81 40
Boyle and Sun.....	3d	28.410	10 00	284 10
M. & O. R. R.....	2d	315.269	15 00	4,729 03
Sou. Rway. in Miss.....	2d	177.930	15 00	2,668 95
	3d	84.560	10 00	845 60
Narrow Gauge.....		23.190	2 00	46 38
A. G. S. Div.....	1st	18.780	20 00	375 60
M. & C. Div.....	1st	34.100	20 00	682 00
Ala. and Vburg.....	2d	141.300	15 00	2,119 50
N. O. & N. E. R. R.....	1st	153.139	20 00	3,063 78
K. C. M. & B. R. R.....	2d	142.860	15 00	2,142 90
Lou. and Nash. R. R.....	1st	73.740	20 00	1,474 80
G. & S. I. R. R.....	3d	248.000	10 00	2,480 00
Gulf and Chicago.....	N. G.	57.00	2 00	114 00
N. O. & N. W. R. R.....	3d	2.220	10 00	22 20
M. J. & K. C. R. R.....	3d	21.590	10 00	215 90
N. C. & M. R. R.....		15.500	10 00	135 00
Moss Pt. and P. R. R.....	3d	6.000	10 00	60 00
Chicora and Jackson.....		26.000	Not Incorporated.	
Total.....		2,897.568		\$48,070 73

STATEMENT OF PRIVILEGE TAXES AS ASSESSED FOR
1901, AND DIVIDED INTO COUNTIES.

Counties.	Mileage.	Total Priv. Tax.
Adams.....	15.570	\$ 222 45
Alcorn.....	34.400	601 50
Amite.....	16.580	331 60
Attala.....	38.430	384 80
Benton.....	21.000	370 45
Bolivar.....	125.370	1,980 75
Carroll.....	38.860	625 70
Chickasaw.....	13 060	195 90
Choctaw.....	16.100	161 00
Clarke.....	49 864	852 86
Clay.....	53.330	754 65
Claiborne.....	39.080	688 05
Coahoma.....	92.610	1,366 95

MISSISSIPPI RAILROAD COMMISSION.

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Counties.	Mileage.	Total Priv. Tax.
Covington	29.000	290 00
Copiah	80.550	590 60
DeSoto	43.370	812 55
Franklin	21.750	435 00
Greene	15.224	169 51
Grenada	27.730	505 00
Hancock	29.131	582 62
Harrison	66.570	951 40
Hinds	112.987	1,752 75
Holmes	79.530	1,055 90
Issaquena	12.110	214 90
Jasper	12.274	245 48
Jackson	45.230	746 40
Jefferson	45.210	777 35
Jones	51.001	840 02
Kemper	26.407	396 10
Lauderdale	79.132	1,335 79
Leflore	89.100	999 05
Lafayette	27.790	555 80
Lee	51.929	778 92
Lincoln	45.250	692 10
Lowndes	57.380	860 70
Madison	34.900	611 30
Marion	50.851	717 02
Marshall	56.300	965 80
Monroe	78.440	1,117 65
Montgomery	43.990	755 05
Newton	24.346	365 19
Noxubee	25.820	387 30
Oktibbeha	39.811	452 86
Panola	28.660	573 20
Perry	65.311	786 22
Pearl River	36.469	649 38
Pontotoc	11.990	49 85
Pike	24.960	499 20
Prentiss	18.447	276 70
Rankin	49.872	648 08
Scott	24.385	365 78
Simpson	32.000	320 00
Smith	20.000	200 00
Sharkey	36.150	709 90
Sunflower	79.430	870 55
Tallahatchie	49.100	553 00
Tate	11.950	239 00
Tishomingo	17.000	340 00
Tippah	31.000	62 00
Tunica	30.390	604 10
Union	41.130	408 95
Wayne	31.124	466 86
Warren	49.144	916 01
Washington	149.200	2,054 38
Webster	23.700	355 50
Wilkinson	18.970	298 00
Yallobusha	39.150	788 00
Yazoo	44.620	545 30
Chicora and Jackson	26.000	...

2,897.568

\$43,070 73

RECAPITULATION OF ADVALOREM, PRIVILEGE AND OTHER TAXES FOR THE YEAR 1901.

	Valuation.	Taxes.
Railroads	\$27,846,778	\$167,080 62
Other Property	448,455	2,690 79
County Taxes, Estimated		198,000 00
Privilege Taxes		43,070 73
Total	\$28,295,238	\$410,842 14

ACCIDENTS 1900.

TRAINMEN.		SWITCHMEN AND FLAGMEN.		OTHER EMPLOYEES.		PASSENGERS.		TRESPASSING.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
8	14	...	1	8	22	...	3	19	5	1	1	36	46
4	2	...	1	13	3	19	5	...	1	24	24	Y. & M. V. R. R. and "	
2	30	...	19	40	6	13	11	1	2	16	108	M. & V. R. R. "	
2	19	...	3	1	21	...	4	2	4	1	2	6	53
...	3	...	...	...	1	...	2	...	...	...	...	2	4
...	2	...	...	...	5	...	...	1	...	...	...	8	...
1	6	...	1	6	...	...	1	5	...	...	...	3	17
...	12	1	5	14	3	1	11	...	1	2	46	A. & V. R. R.	
...	15	1	14	8	2	1	2	5	13	...	10	46	N. O. & N. E. R. R.
...	1	...	...	...	...	...	...	...	...	...	...	1	G. & S. S. R. R.
...	1	...	...	...	...	...	...	...	...	...	...	1	M. J. & K. C. R. R.
...	2	...	...	...	...	...	...	...	...	...	...	2	M. P. & P. R. R.
3	1	...	1	1	...	...	2	1	1	2	7	5	K. C. M. & B. R. R.
...
...
20	108	2	42	15	125	1	21	64	56	4	9	106	361

Total killed 106

Total injured 361

Total 467

RECAPITULATION FOR 1900.

Employees killed	37
Passengers killed	1
Trespassers and others killed	68—106
Employees injured	275
Passengers injured	21
Trespassers and others injured	65—361

Total killed and injured 467

ACCIDENTS FOR 1901.

EMPLOYEES KILLED AND INJURED FOR 1901.

TRAINMEN.		SWITCHMEN.		STATIONMEN.		SHOPMEN.		TRACKMEN.		OTHER EMPLOYEES.		TOTAL.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
5	13	...	2	1	1	...	1	3	6	1	2	10	25	I. C. R. R. and Branches.
7	10	2	3	...	...	...	1	3	3	1	3	13	20	Y. & M. V. R. R. and "
4	25	...	3	...	...	...	...	3	2	2	...	2	31	M. & O. R. R.
5	29	...	...	...	...	...	...	2	...	...	...	5	31	Sou. Railway in Miss.
....	4	...	...	...	...	...	...	...	...	1	...	...	5	Sou. Ry M. & C. R. R.
....	3	...	...	...	...	...	...	...	...	...	...	3	3	Sou. Ry A. G. S. R. R.
5	15	...	...	...	...	...	3	...	1	...	1	5	20	L. & N. R. R.
....	24	...	...	...	...	...	1	9	...	...	...	1	33	A. & V. R. R.
1	...	...	...	...	...	...	...	2	2	...	...	4	2	N. O. & N. E. R.
10	27	...	33	...	...	...	...	...	...	...	...	10	60	G. & S. I. R. R.
1	...	...	...	...	...	...	...	...	...	...	...	1	...	M. J. & K. C. R. R.
....	20	...	...	...	...	...	1	2	...	1	...	...	...	M. P. & P. R. R.
....	...	...	...	...	...	...	...	...	...	...	...	...	24	K. C. M. & B. R. R.
....	...	...	...	...	...	...	...	...	...	...	...	...	...	Gulf & Chicago R. R.
38	170	241	1	1	...	6	8	28	6	8	51	254	Total E. killed & injured.	

PASSENGERS KILLED.

PASSENGERS.		TRESPASSING.		Not TRESPASSING.		TOTAL.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
4	8	23	14	3	8	30	20	I. C. R. R. and Branches.
.....	8	17	9	2	1	19	18	Y. & M. V. R. R. and "
.....	4	2	4	.....	2	2	10	M. & O. R. R.
.....	14	4	10	.....	4	4	28	Sou. Ry in Mississippi.
.....	2	.....	.....	.....	.....	.....	2	" " M. & C. R. R.
.....	.....	.....	2	.....	.....	.....	2	" " A. G. S. R. R.
.....	12	1	5	3	.....	4	17	N. O. & N. E. R. R.
.....	7	5	8	.....	5	5	20	A. & V. R. R.
.....	2	6	9	.....	.....	6	11	L. & N. R. R.
.....	4	.....	15	.....	1	.....	20	G. & S. I. R. R.
.....	.....	.....	.....	.....	.....	.....	.....	M. J. & K. C. R. R.
.....	.....	.....	.....	.....	.....	.....	.....	M. P. & P. R. R.
.....	3	2	8	.....	1	2	7	K. C. M. & B. R. R.
.....	.....	1	.....	.....	.....	1	.....	G. & C. R. R.
4	59	61	79	8	17	78	155	

RECAPITULATION.

Total employees killed.....	51
" " injured.....	254
" passengers killed.....	4
" trespassers ".....	61
" not trespassers killed.....	8
" passengers injured.....	155
Total injured and killed.....	533
Total killed.....	124
" injured.....	409—533

REPORTS OF INSPECTORS.

Jackson, Miss., December 31st, 1900

To the Mississippi Railroad Commission:

In accordance with law, I herewith submit my report of the inspection of the Mississippi Valley Railroad and its branches, and of the Louisville and Nashville Railroad in this State, which were assigned me October 1st. It may not be amiss in this connection to state what is the conception of this Commission, and of its prede-

cessors, as to the intention of the law in placing this duty upon the Commission.

One of the main objects of the law has been rendered useless by the practical working of the different railroad managements, and the impracticable or impossible requirements of the law. I refer to the examination of the physical condition of the roadbed, bridges, trestles, etc. The law made it incumbent upon the Commission to employ for this purpose a competent engineer. The Legislature has never made any appropriation to pay this officer, and hence the law has been inoperative. Happily for the State this has made no difference. The great destruction of their own property, and heavy payments for damages which follow accidents, have caused railroad managers to adopt the very strictest methods of inspection, far more effective than could be devised by any Railroad Commission. The steady, marked decrease in accidents, which cause death or personal injury, is a compliment to the management of railroad property, and shows conclusively that supervision in this direction would be superogatory.

What, then, is the duty of the Commission?

I answer: To see that passengers receive the comforts to which the payment of their fares entitles them; to see that the depots are adequate to the wants of the communities in which they are located; to study and to learn the needs of the people as to transportation; to prevent unjust or extortionate rates. This on the one hand.

On the other, to see that railroad properties are not prevented from earning a fair return upon the money invested.

One would judge from complaints and statements frequently preferred to the Commission, that the sole purpose of the State in creating this body was to reduce rates. Far from it! To make just rates, to protect railroad property against unjust and unwise popular clamor, to recognize the fact that railroads are to-day the only means of developing an agricultural State, to show that wealth invariably follows the building of new lines, and to show such a spirit of fairness towards railroad builders that they will build—this the duty of the Commission, and when it is honestly and fearlessly followed, the Mississippi State Railroad Commission will have been no small factor in the future development of the State, for which every good citizen is anxiously looking.

This is the fifth annual inspection that I have made. To compare this one with the first is very gratifying indeed. When the present construction is completed, the Valley will have added four hundred miles to the road which I inspected five years ago, and the end is not yet. The equipage of the road is far more perfect than five years ago, the earnings greater, the freight charges less, and travel is more comfortable and safe. Altogether, I see reason for congratulation upon the present satisfactory condition of the properties, and hope for increase in railroad facilities in the future, giving to all parts of the State a chance for development, which only modern railroads can bring.

In my inspection I saw two parts of Mississippi under the same railroad management, and yet dissimilar in almost everything!

The old railroad from Slaughter, La., to Woodville, Miss., is one of the oldest in the South. It was built originally by local capital, for local convenience. At that time nothing was known of the consolidation policy, which is now surely destroying the small railroads. Upon this old line one can still see evidences of the grandeur and grace of *ante bellum* civilization. The beautiful old grounds, the spacious old houses, and can meet the descendants of the gentlemen of the old régime, who, without their wealth, still

have their education and manners, are active of mind, and are as sure to be the controlling factors in the development of their section in the future, as their fathers have been in the past.

And then, there are the branches in the Delta, where everything is new; where the Illinois Central say to its engineers, "build here!" and it is built, and where everything is of the newest, where every man who own lands is sure that his land is in the best State in the United States, and in the best County in the State, and that any acre on his side of the Bogue is worth twice as much as any acre on the other side; where, though the settlers come from every region in the Union, in less than a year they get all the characteristics of the swamper, and vie with each other in their contempt of the Hill-billies and things back East from bumblebee cotton to protracted meetings.

How could two sections be more different?

And yet there lives in each the same love for the State, the same energy, the same determination to possess this good land for themselves, and this they are steadily doing.

When one remembers that the property in the state, even on the tax list, increased \$38,000,000.00 last year, he can but believe that soon Mississippi will take position in the sisterhood of States commensurate with the natural advantages she so abundantly possesses.

JOHN D. MCINNIS.

Jackson, Miss., January 7th, 1901.

To the Honorable Railroad Commission:

Gentlemen—I have inspected the railroads assigned me, viz: The K. C. M. & B., M. & O., Southern, Gulf and Chicago, and Canton, Aberdeen and Nashville, and desire to report that all are in reasonably good condition, and that I found but few instances of violation of law, which were promptly corrected.

I respectfully submit recommendations for your consideration, as follows:

1st. That the Y. & M. V. and Southern Roads be required to connect by switch at Webb's.

2nd. That the petition of the citizens of Kosciusko for new depot, be granted.

3rd. That the accommodations at Longview be improved, by enlarging the present depot, and abolishing the car now used for freight room.

4th. That the attention of the M. & O. and Southern Roads be called to the very great need of a union passenger depot at Corinth, and that they be urged to build a depot in keeping with the importance of this city.

Respectfully submitted.

J. C. KINCANNON.

To the Railroad Commission of the State of Mississippi:

As required by the Statutes, and in compliance with an order of the Commission, I have inspected the hereinafter named railroads, and beg leave to submit the following report:

Illinois Central.

Roadbed. I examined this roadbed from the Louisiana to the Tennessee line, and from Grenada to Memphis, and found same in good condition; the entire line being well ballasted with gravel. There has been considerable work done on that portion of the track

known as "Camelsback," about one mile south of Jackson, and "Dead Man's Dump," a few miles north of Jackson, and I think these portions of said track are in much better condition than ever before. The trestles and bridges, so far as I was able to judge, are in a safe condition.

Depots and Bulletin Boards. I personally inspected the depots along the line, and found them in a clean condition. I think the prosperous town of McComb City deserves a better depot building than it now has, and I hope the railroad will, of its own volition, build in the near future a handsome and commodious one at that place. I am pleased to state that the situation at the union depot at Jackson, Miss., has been greatly improved. To help the situation, I asked Superintendent Dunn to put a matron in the ladies' waiting room, and a depot master in charge of the station, and this request has been granted. Mr. Lang, a very competent man, has been appointed depot master. If the above arrangements do not remedy the evil, a gate will have to be erected. I found only one waiting room at Taylor's, and recommended that an additional one be added, and Superintendent Gilleas stated that the same would be done. At Courtland I found it inconvenient in getting on and off the train, and this would be remedied by the railroad's building a platform. The depot at Coldwater is an old brick structure, and out of repair, but Mr. Gilleas stated to me that an addition would be built to the same in the near future.

Alabama and Vicksburg, and New Orleans and Northeastern.

Roadbeds. Upon examination of the A. & V. roadbed, I found the same in a fairly good condition for a dirt roadbed. Superintendent Ford informed me that he intended to begin to ballast the same with gravel in the near future. This road suffered considerably from the freshets of last spring, and, on the whole, is in as good a condition as could be expected under the circumstances. The roadbed of the New Orleans and Northeastern I found in splendid condition: in my judgment, one of the best roadbeds in the State. It is well ballasted with gravel, and has comparatively new rails from Meridian south to the 85 Mile Point, and old rails in fairly good condition the balance of the way to the Louisiana line. Superintendent Curran informs me that he contemplates putting down new rails in said last named division of the road within the next two or three years. So far as I could judge, the bridges and trestles of both these roads are in a safe condition. The A. & V. has not yet completed the iron bridge over Pearl River.

Depots and Bulletin Boards. The depots along the line of the A. & V. are very well kept. I would like to see new depot buildings at Brandon, Norton, Newton and Edwards, and I am of the opinion that the road will build them before long. I desire to compliment the road on the splendid new brick depot at Forest. I found bulletin boards on hand, and rules posted at all the stations, with few exceptions, and Superintendent Ford states that these omissions will be remedied at once. I found the depots of the N. O. & N. E. in a neat condition, bulletin boards on hand, and rules properly posted.

Gulf and Ship Island Railroad.

Roadbed. I inspected the main line of the road from Jackson to Gulfport, and the Laurel Branch from Saratoga to Laurel, and the branch from Maxie to Columbia. I found the roadbed not what it ought to be, but it must be borne in mind that the greater portion of the same is of very recent construction, the main line north of

Hattiesburg having been completed as late as July last, and the Laurel and Columbia Branch at even a later date, and built during the great rainfalls of last winter and spring. The track of the main line south of Hattiesburg is perhaps in better condition than any other portion, it being an older roadbed. The bed of the eastern end of the Columbia and Laurel Branches is in better condition than the western portion of said branches. The condition of this roadbed should not be compared with the I. C., or some other old and well settled bed. There are several places that are not good, and will not be in rainy season, until the road is well ditched and gravelled. Mr. Bullis stated to me that he intended to begin travelling in a short time, beginning in Jackson. The bridges, as well as I could judge, are in a safe condition. An iron bridge over Pearl River is yet to be erected, some of the material being on the ground. As to the trestles, some of them seem to be well built and safe, others seem to be of a temporary nature. Accidents to freight trains occasionally occur on the road, as on all new ones, but the passenger trains have been singularly free from accidents and, I believe that with the careful running that is practiced on this road, the track is reasonably safe.

Depots and Bulletin Boards. I found the depots and waiting rooms in a clean condition. Several of the depots were being built, and others are yet to be constructed. I asked that all depots be erected as early as possible. I found one depot with only one waiting room. Mr. Bullis stated that a new depot would be built right away, with the required number of rooms. I found some stoves and rules of the Commission missing, but these were ordered put in at once. I found the bulletin boards too small, and requested Mr. Bullis to put up larger ones, which he consented to do.

Conclusion.

I called the attention of all the agents along the line that I inspected, to Sections 4304 and 4313 of the Code, touching the posting of the bulletin boards, and the manner of keeping the reception rooms, and preserving order in the same.

Very respectfully,

A. Q. MAY.

COMPARATIVE STATEMENT SHOWING TOTAL GROSS EARNINGS ENTIRE LINE. TOTAL GROSS EARNINGS IN MISSISSIPPI. TOTAL EXPENSE OF OPERATION. TOTAL GROSS REVENUE OVER OPERATING.

STATEMENT COVERS THE FISCAL YEARS ENDING JUNE 30TH, 1899-1900 AND 1901

	Total Gross Receipts.	Total in Mississippi.	Expense of Operation.	Gross Rev. Over Expenses.
I. C. R. R.	\$10,258,685 28	\$ 3,634,981 50	\$ 7,283,295 10	\$ 2,975,340 18
"	11,863,055 84	4,144,833 57	8,123,319 44	3,739,285 90
1901	13,181,573 77	4,067,527 56	8,894,285 11	4,297,338 66
Y. & M. V. R. R.	4,576,349 72	3,127,459 37	3,162,542 87	1,418,807 85
1900	5,300,889 55	3,542,554 31	3,217,796 24	2,068,093 31
"	6,127,941 75	4,242,967 06	3,757,895 82	2,370,045 93
1901	4,145,184 48	1,844,667 75	2,962,875 69	1,182,238 79
M. & O. R. R.	5,510,005 44	1,978,642 95	4,192,244 80	1,317,760 64
1900	5,646,976 93	2,033,476 39	4,186,505 35	1,460,471 58
"	618,671 49	618,671 49	565,295 24	53,376 25
Sou. R'way in Miss	618,248 58	613,248 53	656,908 92	42,760 39 Def
1900	714,148 30	714,148 30	706,956 54	7,191 76
"	159,687 71	159,687 71	119,838 04	39,849 67
M. & C. R. R.	189,108 83	189,108 83	124,413 39	64,694 94
1900	224,622 38	224,622 38	137,168 39	87,453 99
"	1,803,627 53	102,414 54	1,161,342 34	642,285 19
A. G. S. R. R.	2,080,481 05	124,569 08	1,319,580 14	716,950 91
1901	2,125,570 86	141,761 74	1,396,839 50	728,731 36
"	1,537,593 02	1,199,322 56	1,098,442 56	439,150 46
N. O. & N. E. R. R.	1,849,681 69	1,442,751 72	1,288,324 32	516,457 37
1900	1,920,491 13	1,497,983 08	1,396,373 20	524,117 93
"				

A. & V. R. R.	1898	695,398 30	695,398 30	479,244 24	216,254 06
"	1900	809,674 98	809,674 98	556,224 15	253,450 83
"	1901	917,415 70	917,415 70	657,237 92	260,177 78
L. & N. R. R.	1899	1,361,492 34	715,328 08	987,678 23	423,819 11
"	1900	1,526,582 31	802,066 35	1,030,485 09	496,097 02
"	1901	1,672,687 61	878,480 07	1,074,806 85	597,880 76
K. C. M. & B. R. R.	1899	1,453,294 16	742,187 80	1,009,987 86	423,296 80
"	1900	1,708,433 54	885,785 44	1,118,054 83	590,378 71
"	1901				
G. & S. I. R. R.	1899	243,287 97	243,287 97	129,982 60	113,315 37
"	1900	457,135 63	457,135 63	252,498 04	204,637 59
"	1901	1,039,571 68	1,039,571 68	704,748 96	334,822 72
M. J. & K. C.	1899	53,498 47		26,679 13	26,810 84
"	1900	113,811 66	45,524 83	59,378 04	56,488 62
"	1901	140,467 48	56,186 57	64,457 31	76,010 17
Yazoo Delta	1899	23,715 07	23,715 07	13,308 44	10,411 63
"	1900	38,202 77	33,202 77	41,481 83	8,279 06
"	1901	Included	in	Y. & M. V.	R. R.
G. & C. R. R.	1899	68,703 59	58,097 67	40,591 45	23,112 12
"	1900	68,499 77	62,471 79	48,688 19	19,812 58
"	1901				
M. P. & P. R. R.	1899	8,295 35	8,295 35	6,720 87	1,574 48
"	1900	8,625 65	8,625 65	7,644 47	981 81
"	1901	11,032 23	11,032 23	8,790 97	2,241 26
		\$88,722,499 82	\$15,825,522 76	\$23,976,015 92	\$10,746,483 90

For the Year 1901—The percentage of Expense to Receipts
are as follows:

Percentage of Expense to Receipts in Miss.	Per Cent.
I. C. R. R.....	75.25 per cent.
Y. & N. W. R. R.....	68 per cent.
M. & O. R. R.....	74.14 per cent.
Sou. R'way in Miss.....	104.52 per cent.
Sou. A. G. S.....	68.42 per cent.
Sou. M. & C.....	64.88 per cent.
N. O. & N. E. R. R.....	72.71 per cent.
A. & V. R. R.....	71.64 per cent.
L & N. R. R.....	64.26 per cent.
K. C. M. & B. R. R.....	
G. & S. I. R. R.....	68.8 per cent.
M. J. & K. C. R. R.....	45.8 per cent.
G. & C. R. R.....	
M. P. & P. R. R.....	79.68 per cent.

LIST OF RAILROADS OPERATING IN MISSISSIPPI, GIVING NAMES OF PRINCIPAL OFFICERS OF SAME.

ILLINOIS CENTRAL RAILROAD AND BRANCHES.

503.506 Miles.

Stuyvesant Fish, President, New York.
 John C. Welling, Vice-President, Chicago, Ill.
 J. T. Harahan, Second Vice-President, Chicago, Ill.
 A. W. Sullivan, Assistant Second Vice-President, Chicago, Ill.
 J. F. Wallace, Assistant General Manager, Chicago, Ill.
 M. Gilloas, Assistant General Superintendent, Memphis, Tenn.
 T. J. Hudson, Traffic Manager, Chicago, Ill.
 M. C. Markham, Assistant Traffic Manager, Chicago, Ill.
 F. B. Bowes, G. F. A., Louisville, Ky.
 W. M. Rhett, G. F. A., New Orleans, La.
 A. H. Hanson, G. P. Agent, Chicago, Ill.
 E. P. Skene, Land Commissioner, Chicago, Ill.
 O. M. Dunn, Superintendent, New Orleans, La.
 A. Philbrick, Superintendent, Water Valley, Miss.
 W. S. King, Superintendent, Fulton, Ky.

Total Gross Earnings	\$13,181,573 77
Total Gross Earnings in Mississippi	\$ 4,467,527 56
Cost of Construction, including Equipment, per mile \$	69,173 36

YAZOO AND MISSISSIPPI VALLEY RAILROAD.

902.890 Miles.

Stuyvesant Fish, President, New York City.
 John C. Welling, First Vice-President, Chicago, Ill.
 J. T. Harahan, Second Vice-President, Chicago, Ill.
 J. M. Dickinson, Solicitor, Chicago, Ill.
 J. F. Wallace, Assistant General Manager, Chicago, Ill.
 M. Gilloas, Assistant General Superintendent, Memphis, Tenn.
 A. A. Sharp, Superintendent, Memphis, Tenn.
 A. J. Grief, Superintendent, Vicksburg, Miss.
 J. B. Kemp, Superinrendent, Greenville, Miss.
 F. J. Hudson, Traffic Manager, Chicago, Ill.
 M. C. Markham, Assistant Traffic Manager, Chicago, Ill.
 A. H. Hanson, General Passenger Agent, Chicago, Ill.
 F. B. Bowes, General Freight Agent, Louisville, Ky.
 W. M. Rhett, General Freight Agent, New Orleans, La.
 E. P. Skene, Land Commissioner, Chicago, Ill.

Total Gross Earnings	\$6,127,941 75
Total Gross Earnings in Mississippi	\$4,242,967 06
Cost of Construction, including Equipment, per mile \$	47,957 07

MOBILE AND OHIO RAILROAD.

315.269 Miles.

Samuel Spencer, President, New York.
 A. B. Andrews, First Vice-President, Raleigh, N. C.
 W. W. Finley, Second Vice-President, Washington, D. C.
 E. L. Russell, General Counsel, Mobile, Ala.

MISSISSIPPI RAILROAD COMMISSION.

R. V. Taylor, General Auditor, Mobile, Ala.	
C. H. Ackert, General Manager, St. Louis, Mo.	
C. S. Clarke, General Superintendent, Mobile, Ala.	
J. N. Seals, Superintendent Transportation, Mobile, Ala.	
J. D. Clarke, Superintendent, Meridian, Miss.	
H. W. Clarke, Superintendent, Cairo, Ill.	
J. T. Poe, General Traffic Manager, Mobile, Ala.	
Haiden Miller, General Freight Agent, St. Louis, Mo.	
C. M. Shepard, General Passenger Agent, Mobile, Ala.	
M. V. Richards, Land and Industrial Agent, Washington, D. C.	
Total Gross Earnings	\$5,646,976 9
Total Gross Earnings in Mississippi	\$2,083,476 39
Cost of Construction, including Equipment, per mile. \$	38,077 89

L. & N. R. R. (N. O., MOBILE AND TEXAS DIVISIONS.)

73,740 Miles.

Melton H. Smith, President, Louisville, Ky.	
C. B. Compton, General Traffic Manager, Louisville, Ky.	
F. C. Shepard, General Freight Agent, Montgomery, Ala.	
C. Marshall, Superintendent, New Orleans, La.	
Total Gross Earnings	\$1,672,687 61
Total Gross Earnings in Mississippi	\$ 878,830 07
Cost of Construction, including Equipment, per mile. \$	75,128 11

ALABAMA AND VICKSBURG RAILROAD.

141.300 Miles.

C. C. Harvey, President and General Manager, New Orleans, La.	
H. H. Hall, General Counsel, New Orleans, La.	
Larz. A. Jones, Auditor, New Orleans, La.	
E. Ford, Superintendent, Vicksburg, Miss.	
T. F. Steele, General Freight Agent, New Orleans, La.	
J. D. Grant, Assistant Freight Agent, New Orleans, La.	
George H. Smith, General Passenger Agent, New Orleans, La.	
R. J. Anderson, Assistant Passenger Agent, New Orleans, La.	
F. Y. Anderson, Land Commissioner, Birmingham, Ala.	
Total Gross Earnings, all in Mississippi	\$917,415 70
Total Cost of Construction, per mile	\$ 20,681 13
Total Cost of Construction, including Equipment	\$ 22,725 76

NEW ORLEANS AND NORTHEASTERN RAILROAD.

153.139 Miles.

C. C. Harvey, President and General Manager, New Orleans, La.	
John T. Brent, Treasurer, New Orleans, La.	
Harry H. Hall, General Counsel, New Orleans, La.	
Larz. A. Jones, Auditor, New Orleans, La.	
G. B. Nicholson, Consulting Engineer, New Orleans, La.	
D. D. Curran, Superintendent, New Orleans, La.	
T. F. Steele, General Freight Agent, New Orleans, La.	
J. D. Grant, Assistant Freight Agent, New Orleans, La.	
George H. Smith, General Passenger Agent, New Orleans, La.	
R. J. Anderson, Assistant Passenger Agent, New Orleans, La.	
Total Gross Earnings	\$1,920,491 13
Total Gross Earnings in Mississippi	\$1,497,988 08
Cost of Construction, per mile	\$ 49,998 52
Cost of Construction, including Equipment	\$ 55,948 60

**SOUTHERN RAILWAY COMPANY IN MISSISSIPPI, AND
BRANCHES.**

235.680 Miles.

Samuel Spencer, President, New York.
 A. B. Andrews, First Vice-President, Raleigh, N. C.
 W. W. Finley, Second Vice-President, Washington, D. C.
 F. S. Gannon, Third Vice-President and General Manager, Wash-
 ington, D. C.
 A. H. Plant, Auditor, Washington, D. C.
 J. M. Culp, Traffic Manager, Washington, D. C.
 T. C. Powell, Assistant Freight Traffic Manager, Louisville, Ky.
 S. H. Hardwick, G. P. Agent, Washington, D. C.
 C. A. Benscoter, A. G. P. Agent, Chattanooga, Tenn.
 C. S. Hayden, Superintendent, Birmingham, Ala.

Total Gross Earnings in Mississippi \$714,148 30
 Cost of Construction, including Equipment, per mile... Not given.

ALABAMA GREAT SOUTHERN RAILROAD.

(Operated by Southern Railway Company.)

18.780 Miles.

Samuel Spencer, President, New York.
 A. B. Andrews, First Vice-President, Raleigh, N. C.
 W. W. Finley, Second Vice-President, Washington, D. C.
 F. S. Gannon, Third Vice-President and General Manager, Wash-
 ington, D. C.
 J. A. Dodson, General Superintendent, Chattanooga, Tenn.
 A. J. Frazer, Superintendent, Birmingham, Ala.
 J. M. Culp, Traffic Manager, Washington, D. C.
 L. Serier, General Freight Agent, Birmingham, Ala.
 W. A. Turk, Assistant Passenger Traffic Manager, Washington,
 D. C.
 S. H. Hardwick, General Passenger Agent, Washington, D. C.
 C. A. Benscoter, Assistant Passenger Agent, Chattanooga, Tenn.
 F. Y. Anderson, Land Commissioner, Birmingham, Ala.

Total Gross Earnings \$2,125,570 86
 Total Gross Earnings in Mississippi \$ 141,761 74
 Cost of Construction, per mile \$ 47,956 45
 Cost of Construction, including Equipment \$ 51,154 77

MEMPHIS AND CHARLESTON RAILROAD.

(Operated by Southern.)

34.100 Miles.

Samuel Spencer, President, New York.
 A. B. Andrews, First Vice-President, Raleigh, N. C.
 W. W. Finley, Second Vice-President, Washington, D. C.
 F. S. Gannon, Third Vice-President and General Manager,
 Washington, D. C.
 A. H. Plant, Auditor, Washington, D. C.
 J. A. Dodson, General Superintendent, Chattanooga, Tenn.
 H. E. Hutchins, Superintendent, Memphis, Tenn.

J. M. Culp, Traffic Manager, Washington, D. C.
 T. C. Powell, Assistant Freight Traffic Manager, Louisville, Ky.
 R. L. McKellar, Assistant General Freight Agent, Memphis, Tenn.
 C. A. Benscoter, Assistant General Passenger Agent, Chattanooga, Tenn.

Total Gross Earnings in Mississippi..... \$224,622 88
 Total Cost of Construction, including Equipment, per mile. \$ 30,108 99

KANSAS CITY, MEMPHIS AND BIRMINGHAM RAILROAD.

(Owned and Operated by the St. Louis and San Francisco.)

142.860 Miles.

B. L. Winchell, President, Kansas City, Mo.
 William Pratt, General Counsel, Kansas City, Mo.
 J. S. Ford, Comptroller, Kansas City, Mo.
 B. L. Winchell, General Manager, Kansas City, Mo.
 R. R. Hammond, General Superintendent, Kansas City, Mo.
 H. M. Fickinger, Superintendent, Memphis, Tenn.
 A. S. Dodge, Traffic Manager, Kansas City, Mo.
 J. D. Riddell, General Freight Agent, Kansas City, Mo.
 E. K. Voorhees, A. G. Freight Agent, Memphis, Tenn.
 J. E. Lockwood, G. F. & P. Agent, Kansas City, Mo.
 S. M. Hillard, G. Bag. Agent, Kansas City, Mo.

Total Gross Earnings \$2,032,192 52
 Total Gross Earnings in Mississippi \$1,056,740 11
 Cost of Construction, per mile \$ 54,765 85
 Cost of Construction, including Equipment \$ 60,246 96

GULF AND SHIP ISLAND RAILROAD.

248. Miles.

T. J. Jones, President, Gulfport.
 J. A. Jones, First Vice-President, Buffalo, N. Y.
 Thomas P. Hale, Second Vice-President, Gulfport.
 A. E. Thomas, Auditor, Gulfport.
 J. B. Hatch, Chief Engineer, Gulfport.
 R. Morgan, General Superintendent, Gulfport.
 Thomas P. Hale, General Freight Agent, Gulfport.
 Thomas P. Hale, General Passenger Agent, Gulfport.

Total Gross Earnings, Entire Line \$1,039,571 68
 Cost of Construction, per mile \$ 39,080 00
 Cost of Construction, including Equipment \$ 40,452 90

MOBILE, JACKSON AND KANSAS CITY RAILROAD.

21.590 Miles.

F. B. Merrill, President, Mobile, Ala.
 William H. McIntosh, Vice-President.
 McIntosh & Rich, General Solicitors.
 F. B. Merrill, General Manager, Mobile, Ala.
 H. H. Lane, General Superintendent, Mobile, Ala.
 L. B. Sullivan, General Freight Agent, Mobile, Ala.
 L. B. Sullivan, General Passenger Agent, Mobile, Ala.

MISSISSIPPI RAILROAD COMMISSION.

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Total Gross Earnings, Entire Line.....	\$140,467 48
Total Gross Earnings in Mississippi.....	\$ 56,186 57
Cost of Construction, per mile.....	Not given.

MOSS POINT AND PASCAGOULA RAILROAD.

6.000 Miles.

J. W. Stewart, President, Moss Point.
O. Randall, Vice-President, Moss Point.
C. H. Woods, Treasurer, Moss Point.
A. P. Cassils, Manager, Moss Point.

Total Gross Earnings.....	\$11,032 23
Cost of Construction, per mile, including Equipment....	\$ 8,624 49

GULF AND CHICAGO RAILROAD.

(Narrow Gauge.)

57 Miles.

J. W. T. Faulkner, President, Oxford, Miss.
N. G. Carter, Vice-President, Repley, Miss.
A. E. Davis, General Manager and Purchasing Agent, Repley, Miss.
M. C. Faulkner, Auditor, Repley, Miss.

Total Gross Earnings.....	\$71,474 28
Total Gross Earnings in Mississippi.....	\$65,184 55
Cost of Construction, per mile.....	\$ 3,776 00
Cost of Construction, including Equipment.....	\$ 4,112 00

NATCHEZ, COLUMBIA AND MOBILE RAILROAD.

15.500 Miles.

John S. Butterfield, President, Norfield, Miss.
C. S. Butterfield, Vice-President and General Manager, Norfield, Miss.
Frank A. Arena, Secretary, Norfield, Miss.
B. B. Butterfield, Traffic Manager, Norfield, Miss.

Total Gross Earnings.....	Not reported.
Total Gross Earnings in Mississippi.....	"
Cost of Construction, per mile.....	"
Cost of Construction, including Equipment.....	"

NEW ORLEANS AND NORTHWESTERN RAILROAD.

2.220 Miles.

C. E. Ratcliff, Receiver, Natchez, Miss.
C. B. Brownell, General Freight Agent, Natchez, Miss.
No report.

CHICKAWASA AND JACKSON RAILROAD.

35 Miles.

George W. Robinson, President, Chicora, Miss.
George W. Robinson, Jr., Vice-President and General Manager,
Chicora, Miss.
E. W. Robinson, Secretary and Treasurer, Chicora, Miss.
W. A. Robinson, Superintendent, Chicora, Miss.
No report.

KINGSTON AND CENTRAL MISSISSIPPI RAILROAD.

30 Miles.

L. L. Denson, President, Bay Springs, Miss.
E. K. Stallo, Vice-President, New York.
F. W. Pettibone, General Manager, Laurel.
T. G. McCallum, General Counsel, Laurel.
F. J. Rohrig, General Freight and Passenger Agent.
No report.

PEARL AND LEAF RIVER RAILROAD.

15 Miles.

F. L. Peck, President, Hattiesburg.
C. P. Davidson, Treasurer, Hattiesburg.
J. W. Oakford, Secretary, Hattiesburg.
P. R. Davidson, Superintendent, Hattiesburg.
No report.

Respectfully submitted.

JOHN A. WEBB,
Secretary.

JOHN D. MCINNIS,
President.
A. Q. MAY,
J. C. KINCANNON,
Commissioners.

TARIFFS.

MISS 277 A.

Cancels Miss. 277 and Miss. 428 A.

ILLINOIS CENTRAL RAILROAD CO.

(Southern Lines.)

FREIGHT TARIFF, EFFECTIVE JUNE 26, 1897.

Re-issue of Rates prepared and ordered effective by the Railroad Commissioners of the State of Mississippi. These Rates are for use between stations in Mississippi as follows: Between main line stations, Michigan City to Oayka, inclusive. Between Memphis division stations, Grenada to Horn Lake, inclusive. Between main line and Memphis division stations as above described.

DISTANCES.	CLASSES.																			
	CENTS PER 100 POUNDS.										Cents Per Barrel.		CTS. P. R 100 POUNDS.						Ton 200 Lbs.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	Cotton per bale of 500 pounds.
5 Miles and under	20	16	13	11	9	8	10	11	11	5	9	18	18	8	5	5	3	3	75	.50
10 and over	25	20	16	18	11	9	10	13	12	5	11	16	18	9	6	5	3	34	.75	8.00
15 "	30	24	20	16	14	12	11	14	14	6	14	20	20	12	9	54	34	34	.80	8.00
20 "	32	26	22	18	16	14	12	15	16	7	16	22	22	14	11	54	84	34	.90	10.00
25 "	36	29	24	20	18	16	13	15	17	8	18	24	23	16	13	54	34	34	1.00	12.00
30 "	39	31	26	21	19	17	18	16	18	8	19	26	24	17	14	54	4	34	1.05	13.00
35 "																				14.00
40 "																				15.00
45 "																				16.00
50 "																				17.00
55 "																				18.00
60 "																				19.00
65 "																				20.00
70 "																				21.00
75 "																				22.00
80 "																				23.00
85 "																				24.00
90 "																				25.00
95 "																				26.00
100 "																				27.00
105 "																				28.00
110 "																				29.00
115 "																				30.00
120 "																				31.00
125 "																				32.00
130 "																				33.00
135 "																				34.00
140 "																				35.00
145 "																				36.00
150 "																				37.00
155 "																				38.00
160 "																				39.00
165 "																				40.00
170 "																				41.00
175 "																				42.00
180 "																				43.00
185 "																				44.00
190 "																				45.00
195 "																				46.00
200 "																				47.00
205 "																				48.00
210 "																				49.00
215 "																				50.00
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405 "																				88.00
410 "																				89.00
415 "																				90.00
420 "																				91.00
425 "																				92.00
430 "																				93.00
435 "																				94.00
440 "																				95.00
445 "																				96.00
450 "																				97.00
455 "																				98.00
460 "																				99.00
465 "																				100.00

35	"	30	Miles.....	42	34	28	23	20	18	14	17	19	9	20	28	25	18	15	6	4	3	1.10	.80	15.00	21.00
40	"	35	Miles.....	45	36	30	25	21	19	14	17	20	9	21	30	26	19	16	6	4	3	1.15	.85	16.00	21.00
45	"	40	Miles.....	48	38	31	26	22	20	15	18	21	9	22	31	27	20	17	6	4	3	1.20	.90	17.00	22.00
50	"	45	Miles.....	50	40	33	27	23	21	15	19	22	9	23	33	28	21	18	6	5	3	1.25	.95	17.00	22.00
55	"	50	Miles.....	52	42	34	28	24	22	16	20	23	10	24	34	28	22	19	7	5	3	1.25	1.00	18.00	24.00
60	"	55	Miles.....	52	42	34	28	24	22	16	20	23	10	24	34	28	22	19	7	5	3	1.30	1.05	19.00	24.00
65	"	60	Miles.....	54	43	35	29	25	22	16	22	28	10	25	35	29	22	19	7	5	3	1.30	1.05	20.00	26.00
70	"	65	Miles.....	54	43	35	29	25	22	16	22	28	10	25	35	30	22	19	7	6	3	1.35	1.10	21.00	26.00
75	"	70	Miles.....	56	45	37	31	26	23	17	23	24	11	26	37	31	23	20	7	6	4	1.35	1.10	22.00	27.00
80	"	75	Miles.....	56	45	37	31	26	23	17	23	24	11	26	37	32	23	20	8	6	4	1.40	1.15	23.00	27.00
85	"	80	Miles.....	58	46	38	32	27	24	18	25	25	12	27	38	33	24	21	8	6	4	1.40	1.15	24.00	28.00
90	"	85	Miles.....	58	46	38	32	27	24	18	27	25	12	27	38	34	24	21	9	7	4	1.40	1.20	24.00	28.00
95	"	90	Miles.....	60	48	39	33	28	25	18	28	25	12	28	39	35	25	22	9	7	5	1.45	1.20	24.00	29.00
100	"	95	Miles.....	60	48	39	33	28	25	18	29	25	13	28	39	35	25	22	9	7	5	1.45	1.25	24.00	29.00
110	"	100	Miles.....	62	50	41	34	29	26	19	30	28	13	29	41	36	26	23	10	7	5	1.50	1.30	25.00	30.00
120	"	110	Miles.....	64	51	42	35	30	26	19	31	27	13	30	42	37	26	23	10	7	6	1.55	1.35	25.00	31.00
130	"	120	Miles.....	66	53	43	36	31	27	20	32	27	14	31	43	38	27	24	10	8	6	1.60	1.40	25.00	32.00
140	"	130	Miles.....	68	54	44	37	32	28	20	33	28	14	32	44	38	28	25	11	8	7	1.65	1.45	26.00	33.00
150	"	140	Miles.....	70	56	46	38	33	29	20	34	29	14	33	46	39	29	26	11	8	7	1.70	1.50	26.00	34.00
160	"	150	Miles.....	72	58	48	39	34	30	22	34	29	15	34	48	39	30	27	12	8	8	1.75	1.50	27.00	35.00
170	"	160	Miles.....	74	59	49	40	35	31	22	35	30	15	35	49	40	31	28	12	9	8	1.80	1.55	27.00	36.00
175	"	170	Miles.....	75	60	50	41	35	31	22	35	31	15	35	50	41	31	28	13	9	9	1.90	1.60	27.00	36.00
180	"	175	Miles.....	75	60	50	41	35	31	24	35	31	16	35	50	41	31	28	13	9	9	1.90	1.60	29.00	36.00
190	"	180	Miles.....	76	61	50	42	36	32	24	37	31	16	36	50	42	32	29	13	9	9	1.95	1.65	29.00	37.00
200	"	190	Miles.....	77	62	51	48	36	32	21	39	32	16	36	51	43	32	29	14	10	10	2.00	1.70	29.00	37.00
210	"	200	Miles.....	78	62	51	43	37	38	27	40	32	17	37	51	44	33	30	14	10	10	2.05	1.75	31.00	38.00
220	"	210	Miles.....	79	63	52	44	37	38	27	41	32	17	37	52	45	33	30	15	10	11	2.05	1.80	31.00	40.00

MISS. 277 A—CONTINUED.

DISTANCES.		CLASSES.																				Cotton per Bale of 500 pounds.	Cattle, Sheep and Hogs, released, C L, per car. Note 2.	Horses and Mules, released, C L, per car. Note 2.	
		CENTS PER 100 LBS.										Cts. Per Ebl.	CENTS PER 100 LBS.						Ton 2000 Lbs.						
													K	L	M	N	O	P							
1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P							
225 and over	220 Miles.....	80	64	52	44	38	33	27	42	33	17	38	52	46	33	30	16	10½	11½	11½	2.10	1.85	81.00	42.00	
230 "	225 Miles.....	80	64	52	44	38	33	27	42	33	17	38	52	46	33	30	16	10½	11½	11½	2.10	1.85	81.00	42.00	
240 "	230 Miles.....	81	65	53	45	38	34	27	43	33	17	38	53	47	34	31	17	11	12	12	2.10	1.90	81.00	44.00	
250 "	240 Miles.....	82	66	54	45	39	34	27	44	33	17	39	54	48	34	31	17½	11	12½	2.20	1.95	81.00	46.00		
260 "	250 Miles.....	82	66	54	45	39	34	29	45	33	19	39	54	49	34	31	18	11½	12½	2.40	2.00	33.00	46.00		
270 "	260 Miles.....	83	66	54	46	39	34	29	45	34	19	39	54	49	34	31	18½	11½	13	2.40	2.00	33.00	48.00		
280 "	270 Miles.....	83	66	54	46	39	34	29	45	34	19	39	54	50	34	31	18½	12	13	2.60	2.05	33.00	48.00		
290 "	280 Miles.....	84	67	55	46	40	35	29	45	34	19	40	55	50	35	32	19	12	13½	2.60	2.05	33.00	50.00		
300 "	290 Miles.....	85	68	56	47	40	35	29	46	34	19	40	56	51	35	32	20	12½	14	2.80	2.10	33.00	52.00		

MISS. 277 A—CONTINUED.

DISTANCES.	Native Corn, C L, cents per 100 pounds. Note 1.	Native Hay, L C L, cents per 100 pounds. Note 1.	Cotton Seed, C L, 20,000 pounds and over, cents per 100 pounds.	Cotton Seed for plant- ing, cents per 100 pounds.	Brick, C L, cents per 100 pounds.
5 miles and under.....	4	6	4	5	2½
10 miles and over 5 miles.....	4	7	4	5	3
15 miles and over 10 miles.....	5	9	5	6	3
20 miles and over 15 miles.....	5	10	5	7	3½
25 miles and over 20 miles.....	6	12	5	7	3½
30 miles and over 25 miles.....	7	13	6	8	4
35 miles and over 30 miles.....	8	14	6	9	4
40 miles and over 35 miles.....	8	15	6	9	4½
45 miles and over 40 miles.....	8	16	7	9	4½
50 miles and over 45 miles.....	8	16	7	9	4½
55 miles and over 50 miles.....	9	17	8	9	4½
60 miles and over 55 miles.....	9	17	8	10	5
65 miles and over 60 miles.....	10	18	8	10	5
70 miles and over 65 miles.....	10	18	8	10	5
75 miles and over 70 miles.....	11	19	8	10	5
80 miles and over 75 miles.....	11	19	8	10	5
85 miles and over 80 miles.....	12	20	8	11	5
90 miles and over 85 miles.....	12	20	8	11	5
95 miles and over 90 miles.....	12	20	8	11	5
100 miles and over 95 miles.....	12	20	8	11	5
110 miles and over 100 miles.....	13	20	9	12	5½
120 miles and over 110 miles.....	13	20	9	12	5½
130 miles and over 120 miles.....	13	20	10	12	5½
140 miles and over 130 miles.....	13	20	10	12	5½
150 miles and over 140 miles.....	14	22	11	13	6
160 miles and over 150 miles.....	14	22	11	13	6
170 miles and over 160 miles.....	14	23	11	13	6
175 miles and over 170 miles.....	14	23	11	13	6
180 miles and over 175 miles.....	14	23	11	14	6
190 miles and over 180 miles.....	15	24	11	14	6
200 miles and over 190 miles.....	15	24	11	14	6
210 miles and over 200 miles.....	15	24	12	15	6
220 miles and over 210 miles.....	15	24	12	15	6
225 miles and over 220 miles.....	15	24	12	15	6
230 miles and over 225 miles.....	15	25	12	15	6
240 miles and over 230 miles.....	15	25	12	15	6
250 miles and over 240 miles.....	15	25	12	15	6
260 miles and over 250 miles.....	15	25	13	15	6
270 miles and over 260 miles.....	15	25	13	15	6
280 miles and over 270 miles.....	15	25	13	15	6
290 miles and over 280 miles.....	15	25	18	15	6
300 miles and over 290 miles.....	15	25	13	15	6

MISS. 277 A—CONTINUED.

Note 1.—Applies only when shipments are accompanied by certificate from shipper or owner that same was grown within the State of Mississippi.

Note 2—Shipments of Live Stock moving between any two points, both of which are located within the State of Mississippi, may be made in mixed carloads, provided the different kinds of Live Stock are separated by gates, bars or partitions put in by or at expense of shipper and without injury to the car.

Upper decks may be put in cars by or at expense of shipper and without injury to car. Rates on such mixed or double decked cars will be the same as now authorized by Mississippi Tariffs on Live Stock in carloads. Shippers loading in the above described manner assume all responsibility for damage which may occur by reason of the Stock being so loaded. On such mixed shipments, rate applying on highest rated stock shall apply on entire shipment.

Subject to Southern Freight Classification, with exceptions and rules as given in Classification Circular No. 5, except as specified in this Tariff.

	Class.
Bulk Meat or Bacon, loose in shipments of not less than 1000 lbs. when the same is released from loss by deterioration in weight, and each piece is marked by a tag attached, with the name of the consignee thereon.....	B
Cement, C. L.....	M
L. C. L., 150 per cent. of C. L. rate.	
Cotton Piece Goods, viz: Calicoes; Canton Flannels, plain or dyed; Canvas; Corset Jeans; Cotton Warp; Cotton Yarn; Crash, linen or cotton; Domestic Checks, Stripes and Chevots; Cotton Duck; Denims, Drills, Domestic Gingham; Glazed Cambrics; Osnaburgs; Sheetings, bleached and brown; Tickings; Window Hollands; Cottonades; Cotton Jeans; Cotton Shirting, in bales, O. R., chafing, or in boxes..	4
All Dry Goods, except articles named under "Cotton Piece Goods" will be classed as Dry Goods, N. O. S.	
Any package containing articles of more than one class will be charged at the tariff rate for the highest classed article contained therein.	
Hay, L. C. L.....	D
Hominy and Grits, in sacks, O. R., 2½ cents per 100 lbs., above rate on Flour, in barrels (barrels estimated 200 lbs.).....	
Ice, C. L., owners risk melting.....	M
Lime, C. L.....	M
L. C. L., 150 per cent. of carload rate.	
Live Stock, less than carloads, to be fed by owner, at his expense, and to be released, as per contract, to be taken at special contract rates, weight estimated as follows, until the amount charged shall equal carload rate; valuation limited to not exceeding \$100 for each animal.	
One Horse or Mule, 2000 lbs.....	4
Two Horses or Mules, 3500 lbs.....	4
Each additional Horse or Mule, 1000 lbs.....	4
Cattle, L. C. L., 20 per cent. less than rate on Horses and Mules.	

MISS. 277 A—CONTINUED.

	Class.
Mare and Colt together, 2500 lbs.....	4
Cow and Calf together, 1800 lbs.....	4
Yearling Cattle, actual weight, but not less than 1000 lbs. each.....	4
Stallions, Jacks and Bulls, 2500 lbs., each, and valuation limited to not exceeding \$125.00 on each animal.....	4
Yearling Stallion or Bull Calf, valuation limited to \$25.00, 1600 lbs.....	4
Calves and Sheep, boxed, actual weight, but not less than 175 lbs., each.....	1
Colts, under one year old, 500 lbs., each.....	1
Lambs and Pigs, boxed, actual weight.....	1
Hogs for market, 350 lbs., each, boxed.....	2
Stock Hogs, 125 lbs., each, boxed.....	1
Live Stock, not released, double foregoing rates.	
Plaster, C. L.	M
I. C. L., 150 per cent. of C. L. rate.	
Sand, C. L., same as Brick, C. L.	
Vehicles, C. L., released.....	6

Minimum Weight for Carload, 24,000 pounds, unless otherwise provided.

No Single Shipment will be taken for less than twenty-five cents. When Carload Rates are accepted, it must be understood that owner agrees to load and unload, or pay cost of having it done.

I. C. C. No. B. 315.

Cancels I. C. C. No. B. 146 and Supplements.

ILLINOIS CENTRAL RAILROAD COMPANY.

(Southern Lines.)

Issued May 18, 1897. Effective June 1, 1897.

CLASSIFICATION CIRCULAR No. 5,

Cancels Classification Circular No. 4 and Supplements.

EXCEPTIONS TO SOUTHERN FREIGHT CLASSIFICATION.

Classification of articles named herein will apply between all Stations on Main Line and Branches of Illinois Central Railroad, Southern Lines, also between Mississippi Stations, on Main Line and Memphis Division, in connection with the exceptions shown in Mississippi State Tariffs. Will apply also, on all business between Stations on Illinois Central Railroad, Southern Lines, and points located on other roads, unless otherwise provided.

ARTICLES	Class	Class if re-leased
Agricultural implements and machinery, when shipped for repairs, will be forwarded to repair point at full tariff rates, and will be returned over the same route at owner's risk, released, at one-half tariff rates, when accompanied by freight bill showing the forwarding to the repair point at full tariff rates. Such freight bill must be attached to way bill, and will be the authority for the use of half-rate returning, provided such return is made within sixty days from the date of forwarding for repairs.		
Agricultural implements, N. O. S., C. L., 20,000 lbs.	K	.....
Bark, tan, C. L.	N	.....
Barrel material, N. O. S., C. L.	N	.....
Same, L. C. L., 175 per cent. of the C. L. rate.		
Barytes, C. L.	O	.....
Boxes and crates, for fruits and vegetables, straight or mixed, C. L. 10,000 lbs.	6	.....
Boxes, cases and crates, used or to be used for shipments of produce and eggs, L. C. L.	4	.....
Box material, N. O. S., C. L.	N	.....
Same, L. C. L., 175 per cent. of the C. L. rate.		
Blocks, wooden, rough, N. O. S., C. L.	N	.....
Same, L. C. L., 175 per cent. of the C. L. rate.		
Boilers, engines and machinery, and parts thereof, straight or mixed, C. L., 20,000 lbs.	K	.....
Brick, common, C. L.	Special	.....
Same, L. C. L. same as lumber, L. C. L.	Special	.....
Brick, pressed and fire, C. L.	N	.....
Butter, in cans, boxed or crated	1	3
Same, N. O. S.	1	2
Same, in kegs, firkins, buckets, pails and tubs.	1	3

ARTICLES	Class	Class if re-leased
Cars, logging, mining and coke, C. L.	K	.....
Cement, lime and plaster, straight or mixed, C. L.	N	.....
Same, L. C. L., 175 per cent. of the C. L. rate.		
Charcoal, C. L.	M	.....
Cheese	1	4
Cinders, C. L.	O	.....
Cisterns, set up, must be prepaid		
Clay, fire, C. L.	N	.....
Same, common, C. L.	O	.....
Coal and coke, C. L.	P	.....
Coal and coke, L. C. L., packed.	$\frac{1}{2}$ of 4	.....
Coops, chicken, empty, returned	4	.....
Corn, in the shuck or ear, 10 per cent. less than Class D, but not to exceed commodity rates on corn.		
Cotton seed, C. L.	Special	.....
Cotton seed meal and cake	S	.....
When accompanied by certificate of shipper or consignee that same will be used exclusively for fertilizing purposes, fertilizer rate.		
Cottonseed meats, released, (decorticated or hulled cotton seed,) C. L.	D	.....
Same, L. C. L.	3	.....
Dry goods, described as cotton piece goods and knitting factory products in Southern Freight Classification.	5	.....
Fertilizers, C. L.	O	.....
Grain, hay and mill stuff, mixed, C. L.	D	.....
Gravel, C. L.	O	.....
Hides, dry, in bundles, compactly tied, (applies to or from points on M. & O. R. R. and Illinois Central Railroad only)	4	.....
Hoofs and horns, C. L.	O	.....
Same, L. C. L., 20 per cent. higher than the C. L. rate.		
Ice, C. L.	N	.....
Ice, L. C. L., packed, owner's risk of melting, prepaid	6	.....
Iron, bridge, and bridge material, fish bars, fastenings, spikes, steel rail braces, railroad frogs, railroad switches and switch chairs, railroad splices, links and pins, in bundles, barrels, or casks; pig iron, railroad iron, rails, in straight or mixed, C. L.	N	.....
Same, L. C. L.	K	.....
Iron, special, any quantity	K	.....
Iron, scrap, C. L.	N	.....
Same, L. C. L., packed	K	.....
Lime—See Cement.		
Live stock, except race horses, C. L., not to exceed 20,000 pounds, to be fed by owner at his expense, valuation limited, and to be released as per contract executed by shipper and authorized agent of the company	Special	.....

ARTICLES	Class	Class if re-leased
<p>Race horses, C. L., released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses, in car loads, not exceeding three attendants, at their own risk, to accompany each car; additional attendants at their own risk in same car, to be charged for by purchasing tickets at passenger tariff rates</p> <p>Sheep, single deck, C. L., 20 per cent. less than rate on cattle, C. L.</p> <p>Sheep, double deck, C. L., 10 per cent. higher than rate on cattle, C. L.</p> <p>Hogs, single deck, C. L., 10 per cent. less than rate on cattle, C. L.</p> <p>Hogs, double deck, will not be received for shipment.</p>		
<p>Mixed car lots of live stock, when loaded on the same floor, will be received and transported when the different kinds of live stock are separated by strong partitions; partitions to be put in by, or at the expense of owner or shipper, and without injury to car. Horses and mules may be shipped in mixed car lots, without partitions. On such mixed shipments rate applying on highest rated stock shall apply on entire shipment; for instance, if cattle and hogs are shipped in mixed car lots, the rate on cattle shall be assessed against the whole shipment, without regard to the less rate on hogs.</p>		
<p>When not possible to obtain double decked cars, an upper deck may be put in the ordinary stock car, provided such upper deck is put in by, or at the expense and risk of owner or shipper, and without injury to the car.</p>		
<p>Live stock, except race horses, L. C. L., to be fed by owner at his expense, valuation limited, and to be released as per contract, weight estimated as follows, until the amount charged shall equal car load rate:</p>		
<p>One horse or mule, 2,000 lbs.</p>	3	.....
<p>Two horses or mules, 3,500 lbs.</p>	3	.....
<p>Each additional horse or mule, 1,000 lbs.</p>	3	.....
<p>Cattle, L. C. L., 20 per cent. less than rate on horses and mules.</p>		
<p>Mare and colt together, 2 500 lbs.</p>	3	.....
<p>Cow and calf together, 1,800 lbs.</p>	3	.....
<p>Yearling cattle, actual weight, but not less than 1,000 lbs. each.</p>	3	.....
<p>Bulls, jacks and stallions, each 2,500 lbs.</p>	3	.....
<p>Bull calf or yearling stallion, valuation limited to \$25 each, 1,600 lbs.</p>	3	.....
<p>Calves and sheep, boxed, actual weight, but not less than 175 lbs. each.</p>	1	.....
<p>Colts, under one year old, each 500 lbs.</p>	1	.....

ARTICLES	Class	Classif re-leased
Lambs and pigs, boxed, actual weight, but not less than 75 lbs. each.....	1	.....
Hogs, for market, 350 lbs. each, boxed.....	2	.....
Stock hogs, 125 lbs. each, boxed.....	1	.....
Race horses, L. C. L., released by contract, valuation limited, not exceeding \$150 for each animal, double the rate on horses. No passes issued to attendants.		
Live stock, not released, double foregoing rates.		
RULES AND REGULATIONS REGARDING ATTENDANTS WITH LIVE STOCK, EXCEPT RACE HORSES.		
Persons in charge of live stock will be carried free on the same train with the stock, for the purpose of attending to same during transit, unloading and loading, if necessary, feeding, watering, or otherwise caring for them, as occasion requires, as follows:		
One attendant to pass free with one or two cars: two attendants with three or four cars; three attendants with five to seven cars; four attendants with eight or more cars: which latter is the maximum number of persons that will be passed on any train with live stock from one shipper, to one consignee and destination.		
All persons thus passed are at their own risk of personal injury, from any cause whatever, and the railroad company will not be responsible for any loss of their personal effects.		
Full fare will be charged for one or more attendants with live stock shipments in L. C. L. quantities, and for extra attendants with car load shipments.		
No free or reduced transportation will be given, either to attendants or shippers of live stock, except as above provided.		
Logs, walnut and cherry, C. L.....	N	.....
Logs, except walnut and cherry, C. L., 20 per cent. less than Class N, minimum rate 3 cents per 100 lbs.		
Lumber, C. L.....	Special	.....
Same, L. C. L., 175 per cent. of the C. L. rate.....	Special	.....
Marble, granite, or stone blocks and slabs, rough, C. L., value limited to 20 cents per cubic foot.....	N	.....
Same, dressed, but not polished (not including gravestones or monuments), value limited to 40 cents per cubic foot, C. L.....	D	.....
Melons, packed, L. C. L., freight guaranteed or prepaid.....	6	.....
Same, loose, L. C. L., freight guaranteed or prepaid.....	1	.....
Same, C. L.....	L	.....

ARTICLES	Class	Classif re- leased
Oil, coal, or its products, in cans, boxed, released, C. L.	6	.....
Peas, cow, field, and clay, C. L., in bulk or packed, and L. C. L. packed	D	.....
Piling, C. L.	N	.....
Pipe, sewer, C. L.	N	.....
Pitch, C. L.	N	.....
Plaster, see Cement.		
Poles, telegraph and telephone, C. L.	N	.....
Posts, fence, wooden, C. L.	N	.....
Powder, no single shipment taken for less than 50 cents for any distance, 100 miles or less, or 75 cents for over 100 miles, and not to be consid- ered part shipment of other articles		
Pumps, wooden, and pump tubing, wooden, unlined, C. L.	N	.....
Roofing, tar, shell and felt, straight or mixed, C. L.	M	.....
Salt, C. L.	M	.....
Same, L. C. L., except table, packed, 150 per cent. of C. L. rate.		
Sand, C. L.	O	.....
Sash and doors, glazed with common window glass, or unglazed door and window frames and blinds, straight or mixed, C. L., 80 per cent. of 6th Class.		
Sawdust, C. L.	O	.....
Shellers, corn, power, detachable parts taken off and packed, when loaded in box cars and released	1	.....
Shells, lake or oyster, C. L., such as are used for paving and refilling streets, value limited to 50 cents per barrel	O	.....
Shingles and shingle bolts, C. L.	N	.....
Same, L. C. L., 175 per cent. of C. L. rate.		
Slate, roofing, C. L.	N	.....
Staves, C. L.	N	.....
Same, L. C. L., 175 per cent. of C. L. rate.		
Tar, C. L.	N	.....
Tile, drain, released, C. L., 30,000 lbs.	O	.....
Timber, hewn, C. L.	N	.....
Tobacco, leaf, in bulk, C. L.	4	.....
Tobacco, unmanufactured, in casks or hogsheads ...	6	.....
Tobacco stems and sweepings, in boxes, bales, bar- rels or casks, for fertilizing purposes, and so certified on bill of lading or shipping ticket; value limited to \$10 per ton, C. L.	O	.....
Same, L. C. L., 20 per cent. higher than C. L. rate.		
Wood, fire, C. L., minimum weight 20,000 lbs., 20 per cent. less than Class N; minimum rate 3 cents per 100 lbs.		

ARTICLES	Class	Class if re-leased
Woodenware, including baskets, bail boxes, barrel covers, barrels (paper), base ball bats, bottle wrappers (wooden), bowls, bread boards, brooms, broom racks, brushes (scrub and whitewash), brush blocks, bungs and plugs, bung starters, butter boxes, butter ladles, butter moulds, butter plates, butter tubs and firkins, butter workers, butter trays, cheese safes, churns, cigar lighters, clothes horses and racks, clothes pins (wooden and iron), egg case fillers, faucets (wooden), fish packages kits and firkins), handles, ironing boards, kanakins, kegs, knife trays, ladders (step, not over eighteen feet long), lap boards, lemon squeezers, match splints, measures, meat blocks, mops, pails (paper and wooden), pails, candy (wooden), potato mashers, rolling pins, rope reels, scoops and shovels (wooden), shoe pegs, shot cases, sieves, sieve rims, sifters (Hunter's), skewers, snow shovels (wooden), tea caddies (wooden), tooth picks, towel racks, trays, tubs (wash, wooden), wash boards, well buckets, straight or mixed, C. L., 20,000 lbs	5	.....

Perishable freight taken only at owner's risk, and must be prepaid, or guaranteed to the satisfaction of receiving agent.

Bulk freights will only be taken in car load quantities—must be weighed on track scales when necessary to obtain correct weight, and freight assessed on actual gross weight; provided, not less than minimum car load allowance.

When car load rates are accepted, it must be understood that shipment is from one consignor and shipping point to one consignee and destination, on same date, and that the owner agrees to promptly load and unload, or pay the cost of having it done.

Single shipments weighing less than 100 pounds will be charged at actual weight, except that the minimum charge on single shipment between points on the Southern lines of this Company, from one consignor to one consignee, from point of shipment to destination, shall be twenty-five cents.

Minimum weight for car load, 24,000 pounds, unless otherwise provided. Rule 21 C. of the Southern Freight Classification, will not govern traffic subject to this Classification Circular.

The ton weight is 2,000 pounds, unless otherwise provided.

ILLINOIS CENTRAL RAILROAD COMPANY.

Supplement 4 to Mississippi 277 A.
 Cancels Supplement 2 to Mississippi 277 A, and all less
 Car Load Live Stock Classification provided in Mississippi 277 A.

JOINT FREIGHT TARIFF,
 Naming Commodity Rates.

Effective July 8th, 1899.

These Rates are for use between Stations in Mississippi, as follows:
 Between Main Line Stations' Michigan City to Osyka inclusive.
 Between Memphis Division Stations, Grenada to Horn Lake,
 inclusive.
 Between Main Line and Memphis Division Stations, as above
 described.

ON LIVE STOCK, L. C. L.

	Class
Live stock, less than car loads, to be fed by owner at his expense, and to be released as per contract, to be taken at special contract rates, weight estimated as follows, until the amount charged shall equal car load rate; valuation limited to not exceeding \$100.00 for each animal.	
One horse or mule, 2,000 pounds	4
Two horses or mules, 3,500 pounds	4
Each additional Horse or mule, 1,000 pounds	4
Cattle, L. C. L., 20 per cent. less than rate on horses and mules.	
Mare and colt together, 2,500 pounds	4
Cow and calf together, 1,800 pounds	4
Yearling cattle, actual weight, but not less than 1,000 pound each	4
Stallions, jacks and bulls, 2,500 pounds each, and valuation limited to not exceeding \$125.00 on each animal	4
Yearling stallion or bull calf, valuation limited to \$25.00, 1,600 pounds.	
Live stock, all kinds (except horses and mules), less car-load actual weight, crated, when total weight of animals and crate does not exceed 1,000 pounds.	
When shipped from and to points on Illinois Central Railroad, within the State of Mississippi	4
When shipped from or to points on other railroads within the State of Mississippi, assess Illinois Central Railroad freight charges from or to junction with connecting line at	6
Live stock, not released. double foregoing rates.	

ILLINOIS CENTRAL RAILROAD COMPANY.

A 3636.

FREIGHT TARIFF

APPLYING ON COTTON SEED, CAR LOADS,

(Minimum Weight, 24,000 Pounds.)

BETWEEN POINTS IN THE STATE OF MISSISSIPPI

ON THE ILLINOIS CENTRAL RAILROAD.

DISTANCES.	Rates in Cents per 100 lbs.
5 miles and under	4
10 miles, and over 5	4
15 miles, and over 10	5
20 miles, and over 15	5
25 miles, and over 20	5
30 miles, and over 25	6
35 miles, and over 30	6
40 miles, and over 35	6
45 miles, and over 40	7
50 miles, and over 45	7
100 miles, and over 50	8
140 miles, and over 100	9
150 miles, and over 140	10
200 miles, and over 150	11
300 miles, and over 200	12

This Tariff cancels all rates on Cotton Seed, car loads, between points in the State of Mississippi, on the Illinois Central Railroad.

These rates are for use between Stations in Mississippi only, and will not apply on business to and from points outside of the State.

Issued December 3, 1900.

Effective December 5, 1900.

ILLINOIS CENTRAL RAILROAD COMPANY,

And Railroads Shown Below.

A 8638.

JOINT FREIGHT TARIFF,

APPLYING ON COTTON SEED, CAR LOADS,

(Minimum Weight 24,000 Pounds.)

BETWEEN POINTS IN THE STATE OF MISSISSIPPI,

ON THE ILLINOIS CENTRAL RAILROAD,

And Other Railroads Named Below.

Alabama Great Southern Railroad.

Alabama and Vicksburg Railway.

Gulf and Chicago Railroad.

Kansas City, Memphis and Birmingham Railroad.

Louisville and Nashville Railroad.

Mobile and Ohio Railroad.

New Orleans and Northeastern Railroad.

Southern Railway.

The Yazoo and Mississippi Valley Railroad.

DISTANCES.	Rates in Cents per 100 lbs.
5 * miles and under	5
10 miles, and over 5	5
15 miles, and over 10	6½
20 miles, and over 15	6½
25 miles, and over 20	6½
30 miles, and over 25	7½
35 miles, and over 30	7½
40 miles, and over 35	7½
45 miles, and over 40	8½
50 miles, and over 45	8½
100 miles, and over 50	10
140 miles, and over 100	11½
150 miles, and over 140	12½
200 miles, and over 150	13½
300 miles, and over 200	15

This Tariff cancels all Joint Rates between Illinois Central Railroad, and other railroads above, on Cotton Seed, car loads, between points in the State of Mississippi

Illinois Central Railroad Agents should be careful to ascertain correct distances from and to points where shipments are to move, and in the absence of specific information, should call on the General Freight Agents, or Assistant General Freight Agents, as instructed in Circular A 1051.

Issued December 3, 1900.

Effective December 5, 1900.

ILLINOIS CENTRAL RAILROAD COMPANY.

A—8680.

FREIGHT TARIFF APPLYING ON BRICK

BETWEEN

POINTS IN THE STATE OF MISSISSIPPI ON THE ILLINOIS
CENTRAL RAILROAD.

* DISTANCES.	In Cents per Hundred Pounds.	
	C. L. Min. Wt. 40,000 lbs.	L. C. L.
10 miles and under.....	2	3
20 miles and over 10.....	2½	3¾
50 miles and over 20.....	3	4½
95 miles and over 50.....	4	6
140 miles and over 95.....	4½	6¾
175 miles and over 140.....	5	7½
200 miles and over 175.....	6	9
250 miles and over 200.....	6½	9¾
275 miles and over 250.....	7	10½
300 miles and over 275.....	7½	11½

This tariff cancels all rates on brick between points in the State of Mississippi on the Illinois Central Railroad.

These rates are for use between Stations in Mississippi only, and will not apply on business to and from points outside of the State.

Issued April 18th, 1901. Effective April 18th, 1901.

ILLINOIS AND CENTRAL RAILROAD COMPANY.

A—3679.

FREIGHT TARIFF APPLYING ON LUMBER

BETWEEN

POINTS IN THE STATE OF MISSISSIPPI ON THE ILLINOIS
CENTRAL RAILROAD.

DISTANCES.	In Cents per Hundred Pounds.	
	C. L. Min. Wt. 24,000 lbs.	L. C. L.
15 miles and over 5.....	3	4½
30 miles and over 15.....	3½	5½
45 miles and over 30.....	4	6
60 miles and over 45.....	4½	6½
75 miles and over 60.....	5	7½
95 miles and over 75.....	5½	8½
125 miles and over 95.....	6	9
150 miles and over 125.....	7	10½
175 miles and over 150.....	7½	11½
200 miles and over 175.....	8	12
250 miles and over 200.....	8½	12½
275 miles and over 250.....	9	13½
300 miles and over 275.....	10	15

This tariff cancels all rates on Lumber between points in the State of Mississippi on the Illinois Central Railroad.

These rates are for use between Stations in Mississippi only, and will not apply on business to and from points outside of the State.

Issued April 13th, 1901. Effective April 16th, 1901.

LOCAL DISTANCES I. C. R. R.

Stations in Mississippi.

Main Line.—Distance from Michigan City.

	Miles.		Miles.
Michigan City.....		Tailors	56
Lamar.....	6	Springdale.....	60
Hudsonville.....	11	Water Valley	65
Holly Springs.....	19	Coffeeville.....	78
Waterford.....	28	Torrence.....	86
Abbeville.....	38	Grenada.....	94
Oxford.....	48	Elliotts.....	102
Duck Hill.....	106	Crystal Springs.....	230
Winona.....	117	Gallman.....	234
Vaiden.....	127	Hazlehurst.....	239
West's.....	137	Martinsville.....	244
Durant.....	147	Beauregard.....	249
Goodman.....	155	Wesson.....	250
Pickens.....	162	Montgomery.....	251
Vaughn.....	168	Brookhaven.....	259
Ways Bluff.....	173	Bogue Chitto.....	275
Canton.....	182	Norfield.....	272
Calhoun.....	189	Johnstown.....	276
Madison.....	193	Summit.....	280
Tongaloo.....	198	McComb City.....	283
Jackson.....	205	Magnolia.....	290
Byram.....	214	Cattawa.....	296
Terry.....	221	Oskya.....	300

Memphis Division.--Distance from Grenada.

	Miles		Miles.
Hardy	8	Como.....	56
Scoby	13	Senatobia.....	63
Tillatoba.....	16	Coldwater.....	69
Oakland	22	Loves.....	73
Harrison	27	Hernando	78
Pope.....	34	Nesbits.....	82
Courtland	36	Horn Lake.....	88
Batesville.....	41		
Sardis	50		

Aberdeen Branch.—Distance from Durant.

	Miles.		Miles.
Durant.....		Longview	70
Aberdeen Junction.....	3	Starkville.....	78
Sallis.....	10	Pats.....	81
Kosciusko.....	21	Osborn	85
Ethel.....	30	Muldrow.....	87
McCool.....	39	West Point.....	92
Wier's.....	45	White's.....	96
Fentress.....	50	Strong's.....	98
Ackerman.....	53	Reynold's.....	102
Sturgis.....	60	Aberdeen.....	108
Bradley.....	67		

Yazoo Branch.—Distance from Jackson.

	Miles.		Miles.
Pocahontas.....	14	Tchula.....	78
Flora.....	19	Howard.....	78
Morey.....	24	Keirn.....	79
Bentonla.....	26	Cruger.....	83
Auding.....	30	Lexington.....	87
Valley.....	38	Sidon.....	89
Yazoo City.....	45		91
Eden.....	56	Rising Sun.....	93
Bee Lake.....	61	Greenwood.....	98
Thornton's.....	63	Durant.....	99
Good Hope Gin.....	65	Dodd's Ferry.....	107
Mileston.....	67	Leflore.....	111
Shackleford.....	70	Parsons.....	115
Tchula Junction.....	71		

THE YAZOO & MISSISSIPPI VALLEY RAILROAD CO.

A 1022.

LOCAL DISTANCE TARIFF.

Applying between all Stations in Mississippi on

THE YAZOO & MISSISSIPPI VALLEY RAILROAD.

**Governed by The Y. & M. V. R. R. Classification A 304 or subsequent
issues, with exceptions thereto as provided in Supplements
1 to 27, inclusive, to The Y. & M. V. R. R. Classifi-
cation 57 or subsequent issues.**

Issued August 6, 1901.

Effective August 10, 1901.

A 1022.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD LOCAL DISTANCE TARIFF.

Applicable between all Stations in Mississippi.

IN CENTS PER HUNDRED POUNDS.														
DISTANCES.	1	2	3	4	5	6	A		B		C		D	
							CL	LCL	CL	LCL	CL	LCL	CL	LCL
5 miles and less.....	20	17	14	12	10	9	7	9	8	10	11	14	6	6
10 miles and over 5.....	25	21	18	15	13	11	9	11	10	13	12½	15	6	6
15 miles and over 10.....	30	25	21	18	15	13	11	13	12	15	14	17½	7½	7½
20 miles and over 15.....	33	28	24	20	17	15	12	15	14	17	15	19	9	9
25 miles and over 20.....	36	31	26	22	19	17	13	16	15	19	16	20	10	10
30 miles and over 25.....	39	34	28	24	21	18	14	16	16	20	16	21	10	10
35 miles and over 30.....	42	36	30	26	22	19	15	17½	17	21	17	22	11	11
40 miles and over 35.....	45	38	32	28	23	20	16	17½	17	21	17	22	11	11
45 miles and over 40.....	48	40	34	29	24	21	16	19	18	22½	18	23	11	11
50 miles and over 45.....	50	42	35	30	25	22	17	19	19	24	18	23	11	11
55 miles and over 50.....	52	43	36	31	26	23	17	20	19	25	19	24	12½	12½
60 miles and over 55.....	52	44	37	32	26	23	18	20	20	26	19	24	12½	12½
65 miles and over 60.....	54	45	38	33	27	24	18	20	20	27	20	25	12½	12½
70 miles and over 65.....	54	46	39	34	27	24	18	21	20	27	20	25	14	14
75 miles and over 70.....	56	47	40	35	28	25	19	21	21	28	21	26	14	14
80 miles and over 75.....	56	48	41	35	28	25	19	21	21	28	21	26	14	14
85 miles and over 80.....	58	49	42	36	29	26	19	22½	22	29	22	27	15	15

90 miles and over 85.....	58	50	43	36	29	26	20	22½	22	29	25½	27	15	15
95 miles and over 90.....	60	51	44	37	30	27	20	22½	23	30	28½	28	15	16
100 miles and over 95.....	60	52	44	37	30	27	20	24	23	30	28	28	16	16
110 miles and over 100.....	62	53	45	38	31	28	21	24	23	31	28½	28½	16	16
120 miles and over 110.....	62	54	45	38	31	28	21	24	23	31	23	28½	16	16
130 miles and over 120.....	64	55	46	39	32	29	22	25	24	32	23½	29	17½	17½
140 miles and over 130.....	64	56	46	39	32	29	22	25	24	32	23½	29	17½	17½
150 miles and over 140.....	66	57	47	40	33	30	22	25	25	33	24	30	17½	17½
160 miles and over 150.....	66	58	47	40	33	30	22	27½	25	33	24	30	19	19
170 miles and over 160.....	68	58	48	41	34	30	23	27½	25	34	25	31	19	19
175 miles and over 170.....	68	59	48	41	34	31	23	27½	26	34	25	31	19	19
180 miles and over 175.....	68	59	48	41	34	31	23	30	26	34	25	31	20	20
190 miles and over 180.....	70	59	49	41	35	31	23	30	26	35	25½	31½	20	20
200 miles and over 190.....	70	60	49	42	35	31	23	30	26	35	25½	31½	20	20
210 miles and over 200.....	71	60	50	42	35	31	23	31	26	35	26	32	21	21
220 miles and over 210.....	71	60	50	42	35	31	23	31	26	35	26	32	21	21
225 miles and over 220.....	71	60	50	42	36	32	24	32	27	36	26½	33	21	21
230 miles and over 225.....	71	60	50	42	36	32	24	32	27	36	26½	33	21	21
230 miles and over 230.....	71	60	50	42	36	32	24	32	27	36	26½	33	21	21
240 miles and over 235.....	71	60	50	42	36	32	24	32	27	36	26½	33	21	21
240 miles and over 240.....	71	60	50	42	36	32	24	32	27	36	26½	33	21	21
250 miles and over 240.....	72	61	51	43	36	32	24	32	27	36	27½	34	22	22
260 miles and over 250.....	72	61	51	43	36	32	24	32	27	36	27½	34	22	24
270 miles and over 260.....	72	61	51	43	36	32	24	32	27	36	28	35	22½	24
280 miles and over 270.....	72	61	51	43	36	32	24	32	27	36	28	35	23½	24
290 miles and over 280.....	72	61	51	43	36	32	24	32	27	36	28½	36	23	24
300 miles and over 290.....	72	61	51	43	36	32	24	32	27	36	29	36	23	24

A 1022—CONTINUED.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD LOCAL DISTANCE TARIFF—CONTINUED.
Applicable between all Stations in Mississippi.

DISTANCES.	In Cents Per 100 Lbs.		In Cents Per Barrel.		In Dollars and Cents Per Car.		In Dollars and Cents Per Ton of 2,000 Lbs.		In Dol- lars and Cts Per Cord.		In Cents Per Hundred Pounds.			
	E		F		K	L	M	N	O	P	R	S	T	W
	CL	LCL	CL	LCL										
5 miles and less.	9	12	18	22½	5 00	10 00	1 20	80	60	1 00	6	6	5	3
10 miles and over	11	15	20	22½	5 00	15 00	1 20	85	70	1 00	6	5	5	3
15 miles and over	13	18	22	25	6 00	18 00	1 30	90	75	1 00	6½	6½	5½	3½
20 miles and over	15	20	28	27½	7 00	19 00	1 40	95	75	1 00	6½	6½	5½	3½
25 miles and over	17	22	24	29	8 00	20 00	1 50	1 00	75	1 00	7	6½	5½	3½
30 miles and over	18	24	26	30	8 00	21 00	1 60	1 05	75	1 00	7	6½	5½	4
35 miles and over	20	26	26	31	9 00	22 00	1 70	1 10	75	1 00	7	7	5½	4
40 miles and over	21	28	27	32½	9 00	22 50	1 75	1 15	75	1 00	8	7	5½	4
45 miles and over	22	29	28	34	10 00	24 00	1 80	1 20	75	1 00	8	7½	6	4
50 miles and over	23	30	29	35	10 00	25 00	1 85	1 25	75	1 00	8	7½	6	4
55 miles and over	23	31	30	35	10 00	27 00	1 90	1 25	75	1 00	9	7½	6½	4½
60 miles and over	24	32	31	36	11 00	27 50	1 95	1 30	75	1 00	9	7½	6½	4½
65 miles and over	25	33	32	36	11 00	28 00	2 00	1 30	75	1 00	9	7½	6½	4½
70 miles and over	26	34	33	37½	11 00	29 00	2 05	1 35	75	1 00	10	8	6½	4½
75 miles and over	26	35	34	39	12 00	30 00	2 10	1 35	80	1 00	10	8	6½	4½
80 miles and over	26	35	34	40	12 00	32 00	2 15	1 40	80	1 00	10	8	6½	4½
85 miles and over	27	36	35	41	13 00	33 50	2 20	1 40	90	1 00	10	8½	7	5

MISSISSIPPI RAILROAD COMMISSION.

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90 miles and over 85.....	27	36	35	42½	13 00	34 50	2 25	1 40	90	1 00	11	8½	7	5
95 miles and over 90.....	28	37	36	44	14 00	35 00	2 30	1 45	1 00	1 00	11	8½	7½	5
100 miles and over 95.....	28	37	36	44	14 00	37 00	2 35	1 45	1 00	1 00	11	8½	7½	5
110 miles and over 100.....	28	38	37	45	14 00	38 00	2 40	1 50	1 10	1 05	11	9	7½	5
120 miles and over 110.....	29	38	37	45	15 00	39 00	2 45	1 55	1 20	1 10	12	9½	8	5½
130 miles and over 120.....	29	38	38	46	16 00	40 00	2 50	1 60	1 30	1 15	12	9½	8	5½
140 miles and over 130.....	29	39	38	47½	16 00	41 00	2 55	1 65	1 40	1 20	12	10	8½	5½
150 miles and over 140.....	30	40	39	49	17 00	42 00	2 60	1 70	1 50	1 25	13	10½	8½	5½
160 miles and over 150.....	30	40	39	49	17 00	43 00	2 60	1 75	1 60	1 30	13	10½	8½	6½
170 miles and over 160.....	31	41	40	50	18 00	44 00	2 65	1 75	1 70	1 35	13	10½	9	6½
175 miles and over 170.....	31	41	40	50	19 00	45 00	2 70	1 80	1 75	1 40	14	11	9½	6½
180 miles and over 175.....	31	41	40	50	19 00	45 00	2 70	1 80	1 75	1 40	14	11	9½	6½
190 miles and over 180.....	31	41	41	51	19 00	46 00	2 75	1 80	1 75	1 45	14	11½	9½	7
200 miles and over 190.....	31	42	41	51	20 00	47 00	2 80	1 90	1 80	1 50	14	11½	9½	7
210 miles und over 200.....	31	42	42	52	20 00	48 00	2 85	1 90	1 80	1 55	15	12	10	7½
220 miles and over 210.....	31	42	42	52	21 00	50 00	2 90	2 00	1 85	1 65	15	12	10	7½
225 miles and over 220.....	32	42	43	53	21 00	52 00	2 95	2 00	1 85	1 65	15	12½	10½	7½
230 miles and over 225.....	32	42	43	53	21 00	52 00	2 95	2 00	1 85	1 65	15	12½	10½	7½
240 miles and over 230.....	32	42	43	53	21 00	52 00	2 95	2 00	1 85	1 65	15	12½	10½	7½
250 miles and over 240.....	32	43	44	54	22 00	54 00	3 00	2 10	1 90	1 80	15	12½	10½	8
260 miles and over 250.....	32	43	44	54	22 00	56 00	3 05	2 10	1 90	1 85	16	13	10½	8
270 miles and over 260.....	32	43	45	55	23 00	58 00	3 15	2 20	1 95	1 95	16	13	10½	8
280 miles and over 270.....	32	43	45	55	23 00	58 00	3 15	2 20	1 95	1 95	16	13	10½	8
290 miles and over 280.....	32	43	46	55	24 00	60 00	3 25	2 30	2 00	2 10	16	13½	11½	8½
300 miles and over 290.....	32	43	46	56	24 00	62 00	3 30	2 30	2 05	2 25	17	13½	11½	8½

This Tariff will not supersede rates shown in following issues:

TARIFF NUMBER	EFFECTIVE	APPLYING ON
A 3677	April 16, 1901	Lumber.
A 1260	December 5, 1898	Live Stock, L C L.
B 3678	June 29, 1901	Common Brick.
A 3687	December 5, 1900	Cotton Seed.
File Nos. } 27138 E.		(Authority A 1554.)
} 37700		

Authority 21129.

Supplement 1, I. C. C. No. 101.

SUPPLEMENT No. 1 TO CLASSIFICATION No. 57.

Effective May 1, 1896.

YAZOO AND MISSISSIPPI VALLEY RAILROAD CO.

Local Classification of Freight.

NOTICE.

The Y. & M. V. R. R. Local Classification No. 57 is an adoption of Southern Freight Classification No. 24, as effective May 1st, 1896, with the exceptions shown herein and subsequent issues. Supplements to Southern Freight Classification No. 24 are not authorized, and will not be accepted as Supplements to Y. & M. V. R. R. Classification No. 57.

REFER TO LOCAL CLASSIFICATION No. 57, AND AMEND AS FOLLOWS:

COMMODITIES	Class
Agricultural implements, when forwarded for repairs, will be returned via same route at owner's risk, released, at half tariff rates, when accompanied by freight bill showing forwarding at full tariff rates; such freight bill must be attached to way bill. Unless shipment is returned within sixty days from date of forwarding for repairs, full tariff rates will be charged returning.	
Agricultural implements, N. O. S., minimum weight 24,000 pounds, released	6
Bark, tan, C. L.	T
Barrels, whiskey, returned	4
Beef and pork, estimated weight 300 pounds per barrel	B
Box and barrel material, C. L.	T
Brick, common, per car 25,000 pounds or less, excess at proportionate rate	K
Brick, pressed or fire, C. L.	T
Brick, common, L. C. L., 5 cents per 100 pounds higher than Class K.	
Brick, fire, L. C. L., 5 cents per 100 pounds higher than Class T.	
Brick, from manufacturing plants on this line, when actual weight cannot be ascertained, will be estimated at five (5) pounds per brick.	
Butter	1
Butter, released.	2
Cans, empty, namely: fruit, tin, in bulk (shipper's option), C. L., minimum weight 20,000 pounds.	4
Same, fruit, entirely boxed or crated, C. L., minimum weight 20,000 pounds.	4

MISSISSIPPI RAILROAD COMMISSION.

COMMODITIES	Class
Cement, C. L.	R
Cement, L. C. L., 5 cents per 100 pounds higher than Class R.	
Cheese.	1
Cheese, released.	3
Clay, common or fire, C. L.	T
Coal and coke, C. L.	N
Coal and coke, L. C. L., packed, \$1.00 per ton higher than Class N.	
Coal tar, pitch and rosin, C. L.	A
Cotton gins, feeders and condensers, C. L., minimum weight 15,000 pounds, released.	3
Same, L. C. L., released.	2
Cotton seed, C. L.	M
Cotton seed, L. C. L., 50 cents per ton higher than Class M.	
Cotton seed meal, cake and hulls.	D
Cotton seed meats (decorticated or hulled cotton seed), 40 per cent. higher than Class M.	
Cotton sweepings or motes (refuse of cotton spinning factories)	A
Cylinders, part of cotton mill machinery, but shipped separate therefrom, set up, packed, not capable of being loaded in box cars, minimum weight 24,000 pounds.	3
Drain tile, released, C. L.	T
Dry goods, including articles specified in Classification as cotton piece goods and knitting factory products.	1
Dynamos, C. L., minimum weight 24,000 pounds.	4
Fertilizer: Bones, bone dust, hoofs, horns, grabbotts, cotton seed ashes.	O
NOTE.—Cotton Seed Meal, Cake and Hulls will be taken at Class O rates when shipper or consignee furnishes certificate that same is to be used exclusively for fertilizing purposes.	
Fertilizers, L. C. L., as specified above, 50 per cent. higher than Class O.	
Flour, in barrels and sacks, mixed, C. L.	C
Generators, gas, and gas machines, various detachable parts knocked down and boxed, crated or wired together, when open cars are required, minimum weight 24,000 pounds, released.	6
Grader's or levee contractor's outfit, C. L.	L
Grain, hay and feed, mixed, C. L., minimum weight 24,000 pounds.	D
Hoop poles, C. L.	T
Hoop poles, L. C. L., 5 cents per 100 pounds higher than Class T.	
Household goods, or household goods and live stock, C. L.	L
Ice, C. L.	R
Ice, L. C. L., packed, 5 cents per 100 pounds higher than Class R.	
Ice, packed in boxes, barrels, casks or bags, in sawdust or chaff, prepaid, L. C. L.	3
Iron, C. L., namely: Bridge, pig or scrap, also railroad spikes, splices, bolts, nuts, chairs, frogs and rails.	R

COMMODITIES	Class
Lime, C. L.	R
Lime, L. C. L., 5 cents per 100 pounds higher than Class R.	
Live stock, except race horses, C. L., in single deck cars, not to exceed 20,000 pounds, to be fed by owner at his expense, and released as per contract between shipper and authorized agent of company.	L
Sheep and hogs, C. L., in single deck cars, not to exceed 20,000 pounds, to be fed by owner at his expense, and released as per contract between shipper and authorized agent of this company, 20 per cent. less than rate on horses.	
Race horses, C. L., released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses. This rate includes passage for not exceeding three attendants with car. Additional attendants must be charged for by purchasing tickets at passenger tariff rates. All attendants with race horses are at their own risk.	
Live stock, in double deck cars, will not be received for shipment.	
Live stock, except race horses, L. C. L., to be fed by owner at his expense, valuation limited, and to be released as per contract, weight estimated as follows, until the amount charged shall equal car load rate; valuation limited to not exceeding \$100 for each animal:	
One horse or mule, 2,000 pounds	4
Two horses or mules, 3,500 pounds	4
Each additional horse or mule, 1000 pounds	4
Cattle, L. C. L., 20 per cent. less than rate on horses and mules, L. C. L.	
Mare and colt together, 2,500 pounds	4
Cow and calf together, 1,800 pounds	4
Yearling cattle, actual weight, not less than 1,000 pounds each	4
Stallions, jacks and bulls, 2,500 pounds each, and valuation limited to not exceeding \$125 for each animal.	4
Yearling stallion or bull calf, valuation limited to \$25, 1,600 pounds	4
Calves and sheep, boxed, actual weight, but not less than 125 pounds each	1
Colts, under one year old, 500 pounds each	1
Lambs and pigs, boxed, actual weight	1
Hogs, for market, boxed, 350 pounds each	1
Stock hogs, boxed, 125 pounds each	1
Live stock, race horses, L. C. L., released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses. No passes will be issued to attendants in charge.	
Live stock, not released, double the foregoing rates.	
Logs, except walnut and cherry, C. L.	W
Same, L. C. L., 5 cents per 100 pounds higher than Class W.	

COMMODITIES	Class
Logs, walnut and cherry, C. L., 25 per cent. higher than Class W.	
Same, L. C. L., 5 cents per 100 pounds higher than car load rates.	
Lumber, dressed, except walnut and cherry, and shingles, C. L.	S
Same, L. C. L., 5 cents per 100 pounds higher than Class S.	
Lumber, walnut and cherry, dressed, C. L., 25 per cent. higher than Class S.	
Same, L. C. L., 5 cents per 100 pounds higher than car load rates.	
Lumber, rough, except walnut and cherry, staves, heading and laths, C. L.	T
Same, L. C. L., 5 cents per 100 pounds higher than Class T.	
Lumber, walnut and cherry, rough, C. L., 25 per cent. higher than Class T.	
Same, L. C. L., 5 cents per 100 pounds higher than car load rates.	
Lumber, cypress, green, estimated weight 5,000 pounds per M.	
Same, dry, estimated weight 3,000 pounds per M.	
Machinery, when forwarded for repairs, will be returned via same route, at owner's risk, released, at half tariff rates, when accompanied by freight bill showing forwarding at full tariff rates; such freight bill must be attached to the way bill. Unless shipment is returned within sixty days from date of forwarding for repairs, full tariff rates will be charged returning.	
Machinery—Saw mill machinery, to be used at mills located on line of Y. & M. V. R. R., C. L.	$\frac{1}{2}$ of 5
Same, L. C. L.	$\frac{1}{2}$ of 2
Machinery, N. O. S., all kinds boilers, engines, or parts thereof, minimum weight 24,000 pounds, released	6
Manganese, crude, C. L.	T
Meal, corn, in barrels.	F
Meat, loose, in lots of not less than 1,000 pounds, between all stations in Mississippi.	B
Each piece of loose meat must be securely tagged, and tag must show the name of consignor, consignee and destination. Forwarding agents must require from shipper his statement, in writing, releasing carrier from any responsibility for loss by deterioration in weight, and bills of lading must be endorsed by consignor, "shipped at owner's risk."	
Meats, salt, in bulk, C. L., minimum weight 24,000 pounds, (no freight charge to be made for salt and ice in same car necessary for preservation in transit; provided, that not more than 2,000 pounds per car be carried free,) released.	5
Melons, C. L.	D
Same, L. C. L., packed, prepaid or guaranteed, released	6

COMMODITIES	Class
Mills, cotton seed oil, minimum weight 24,000 pounds, released	6
Oil, coal, or its products, in cans, boxed, released, C. L.	6
Ores, iron and copper, C. L.	T
Piles, C. L.	T
Same, L. C. L., 5 cents per 100 pounds higher than Class T.	
Plaster, C. L.	R
Same, L. C. L., 5 cents per 100 pounds higher than Class R.	
Powder, owner's risk, taken only at carrier's convenience. No single shipment of powder will be taken for 100 miles or under, for less than 50 cents, and for over 100 miles, for less than 75 cents; and powder will not be considered as part shipment of other articles.	D 1
Rice, N. O. S., car loads.	6
Rice chaff and rice bran, C. L.	D
Roofing slate, released, C. L.	A
Salt, C. L.	R
Same, L. C. L., except table salt, 5 cents per 100 pounds higher than Class R.	
Sand and gravel, C. L.	T
Same, L. C. L., 5 cents per 100 pounds higher than Class T.	
Sawdust, C. L.	O
Sewer pipe, released, C. L.	T
Stave bolts, heading bolts, spoke bolts and shingle bolts, green, C. L.	W
Same, L. C. L., 5 cents per 100 pounds higher than Class W.	
Stone, broken, C. L.	T
Stoves—Alcohol, gas, gasoline, oil and vapor, with or without skeleton frames, boxed or crated, or loose, C. L., minimum weight 24,000 pounds, released	5
Stoves, N. O. S., stove plates, stove furniture, hollowware (shipped with stoves), C. L., minimum weight 24,000 pounds, released	5
Stucco, C. L.	R
Same, L. C. L., 5 cents per 100 pounds higher than Class R.	
Tanks, oil storage, loaded lengthwise and strapped to flat cars	1
Telegraph poles, C. L.	T
Vehicles—Carriages, buggies, trotting wagons, knocked down, boxed or well crated, package exceeding 50 inches in height, L. C. L.	D 1
Knocked down, boxed or well crated, package not exceeding 50 inches in height, L. C. L.	1½
Whiskey, domestic wines, domestic brandies, in wood, actual weight, owner's risk of leakage, value limited to 75 cents per gallon, and so receipted for, C. L.	5
Same, L. C. L.	3
Woodenware, C. L., minimum weight 20,000 pounds	4

COMMODITIES	Class
Wood (fuel), C. L.	P
Wood (fuel).—The following car load minimum will apply on wood (fuel):	
In 34 and 35 foot cars, 12 cords per car.	
In 33 foot cars, 11 cords per car.	
In 30 foot cars, 10 cords per car.	
In 29 foot cars, 9½ cords per car.	
In 28 foot cars, 9 cords per car.	

MINIMUM CHARGE.—No single shipment will be taken for less than 25 cents.

MINIMUM CAR LOAD WEIGHT.—Minimum weight per car load will be 24,000 pounds, unless otherwise provided herein, or in the Classification. This cancels Note C, of Rule 21, on page 7, of Classification.

THE TON WEIGHT will be 2,000 pounds, unless otherwise provided for in the Classification.

PERISHABLE FREIGHT.—The charges on perishable freight receipted for at owner's risk, must be prepaid, or guaranteed to the satisfaction of receiving agent.

FREIGHT IN BULK.—Freight in bulk will only be taken in car load quantities. Must be weighed on track scales when necessary to obtain correct weight and charges collected on basis of actual gross weight; provided, such weight is not less than the established car load minimum weight, as provided for herein, or in the Classification.

APPLICATION OF CAR LOAD RATES.—Car load rates will only apply on shipments from one consignor and shipping point to one consignee and destination, on same date; the owner to promptly load and unload, or pay the cost of such service

THE YAZOO AND MISSISSIPPI VALLEY R. R. CO.
ILLINOIS CENTRAL RAILROAD—MISSISSIPPI CENTRAL
VALLEY ROUTE.

A 3637.

FREIGHT TARIFF APPLYING ON COTTON SEED, CARLOADS.

(Minimum Weight 24,000 lbs.)

BETWEEN

POINTS IN THE STATE OF MISSISSIPPI

ON

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD.

DISTANCES.	Rates in Cents per 100 lbs.	DISTANCES	Rates in Cents per 100 lbs.
5 miles and under.....	4	45 miles and over 40...	7
10 miles and over 5.....	4	50 " " " 45...	7
15 " " " 10.....	5	100 " " " 50...	8
20 " " " 15.....	5	140 " " " 100...	9
25 " " " 20.....	5	150 " " " 140...	10
30 " " " 25.....	6	200 " " " 150...	11
35 " " " 30.....	6	300 " " " 200...	12
40 " " " 35.....	6		

This Tariff cancels all rates on Cotton Seed, carloads, between points in the State of Mississippi, on the Yazoo and Mississippi Valley Railroad.

These rates are for use between Stations in Mississippi only, and will not apply on business to and from points outside of the State.

Issued December 3, 1900. Effective December 5, 1900.

THE YAZOO AND MISSISSIPPI VALLEY R. R. CO. AND
RAILROADS SHOWN BELOW.

ILLINOIS CENTRAL RAILROAD—MISSISSIPPI CENTRAL
VALLEY ROUTE.

A 3639.

JOINT FREIGHT TARIFF

APPLYING ON

COTTON SEED, CARLOADS,

(Minimum Weight 24,000 lbs.)

BETWEEN

POINTS IN THE STATE OF MISSISSIPPI

ON

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD,

And Other Railroads Named Below.

Alabama Great Southern R. R.	Louisville & Nashville R. R.
Alabama & Vicksburg Ry.	Mobile & Ohio R. R.
Gulf & Chicago R. R.	New Orleans & N-E. R. R.
Illinois Central R. R.	Southern Ry.
Kansas City, Memphis & Birmingham R. R.	

DISTANCES.	Rates in Cents per 100 lbs.	DISTANCES.	Rates in Cents per 100 lbs.
5 miles and under.	5	45 miles and over 40...	8½
10 " " over 5.....	5	50 " " " 45 :	8½
15 " " " 10.....	6½	100 " " " 50...	10
20 " " " 15.....	6½	140 " " " 100...	11½
25 " " " 20.....	6½	150 " " " 140...	12½
30 " " " 25.....	7½	200 " " " 150...	13½
35 " " " 30.....	7½	300 " " " 200...	15
40 " " " 35.....	7½		

This Tariff cancels all joint rates between The Yazoo & Mississippi Valley Railroad and other Railroads above on Cotton Seed, carloads, between points in the State of Mississippi.

The Yazoo & Mississippi Valley Railroad Agents should be careful to ascertain correct distances from and to points where shipments are to move, and in the absence of specific information should call on the General Freight Agents or Assistant General Freight Agents, as instructed in Circular A 1051.

Issued December 3, 1900. Effective December 5, 1900.

THE YAZOO & MISSISSIPPI VALLEY R. R. Co.

A-3677

FREIGHT TARIFF APPLYING ON LUMBER

BETWEEN

POINTS IN THE STATE OF MISSISSIPPI ON THE YAZOO
& MISSISSIPPI VALLEY RAILROAD.

DISTANCES.	In Cents per Hundred Pounds	
	C. L. Min. Wt. 24,000 lbs.	L. C. L.
15 and over 5 miles	3	4½
30 and over 15 miles.....	3½	5½
45 and over 30 miles.....	4	6
60 and over 45 miles.....	4½	6½
75 and over 60 miles	5	7½
95 and over 75 miles	5½	8½
125 and over 95 miles.....	6	9
150 and over 125 miles.....	7	10½
175 and over 150 miles.....	7½	11½
200 and over 175 miles.....	8	12
250 and over 200 miles.....	8½	12½
275 and over 250 miles.....	9	13½
300 and over 275 miles.....	10	15

This Tariff cancels all rates on Lumber between points in the State of Mississippi on the Yazoo & Mississippi Valley Road.

These rates are for use between stations in Mississippi only, and will not apply on business to and from points outside of the State.

Issued April 13th, 1901. Effective April 16th, 1901.

Issued by F. B. BOWES, General Freight Agent, Louisville.

THE YAZOO & MISSISSIPPI VALLEY R. R. CO.

B-3678

(Cancels A-3678.)

**FREIGHT TARIFF APPLYING ON COMMON BRICK
BETWEEN
POINTS IN THE STATE OF MISSISSIPPI ON THE YAZOO
& MISSISSIPPI VALLEY RAILROAD.**

DISTANCES.	In Cents per Hundred Pounds	
	C. L. Min. Wt. 40,000 lbs.	L. C. L.
10 miles and under	2	3
20 miles and over 10.....	2½	3½
50 miles and over 20.....	3	4½
95 miles and over 50.....	4	6
140 miles and over 95.....	4½	6½
175 miles and over 140.....	5	7½
200 miles and over 175.....	6	9
250 miles and over 200.....	6½	9½
275 miles and over 250.....	7	10½
300 miles and over 275.....	7½	11½

This Tariff cancels all rates on Brick between points in the State of Mississippi on the Yazoo & Mississippi Valley Railroad.

These rates are for use between stations in Mississippi only, and will not apply on business to and from points outside of the State. Issued June 26th, 1901. Effective June 29th, 1901.

Issued by F. B. BOWES, General Freight Agent, Louisville.

Authority 21048.

File A—934.

TARIFF G. F. O. No. 491 A.—Cancels G. F. O. 1151.

Effective December 24, 1895.

YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY,

APPLYING ON

NATIVE GRAIN AND HAY IN STRAIGHT OR MIXED CARLOADS.

Minimum Weight in Hay 20,000 lbs.; Grain 24,000 lbs.; Hay and Grain Mixed 24,000 lbs.; Corn in the Ear 24,000 lbs.

IN CENTS PER 100 POUNDS.

DISTANCES.	Native Grain and Hay.		Native Grown Corn in the Ear.	
	Straight or Mixed C. L.	L. C. L.	C. L.	L. C. L.
5 miles and under.....	6	11	4	9
10 miles and over 5.....	6	11	4	9
15 " " " 10.....	7	12	5	10
20 " " " 15.....	7	12	5	10
25 " " " 20.....	8	13	6	11
30 " " " 25.....	8	13	7	12
35 " " " 30.....	9	14	8	13
40 " " " 35.....	9	14	8	13
45 " " " 40.....	10	15	8	13
50 " " " 45.....	10	15	8	13
55 " " " 50.....	11½	16½	9	14
60 " " " 55.....	11½	16½	9	14
65 " " " 60.....	11½	16½	10	15
70 " " " 65.....	11½	16½	10	15
75 " " " 70.....	11½	16½	11	16
80 " " " 75.....	13	18	11	16
85 " " " 80.....	13	18	12	17
90 " " " 85.....	13	18	12	17
95 " " " 90.....	13	18	12	17
100 " " " 95.....	13	18	12	17
110 " " " 100.....	14	19	13	18
120 " " " 110.....	14	19	13	18
130 " " " 120.....	14	19	13	18
140 " " " 130.....	14	19	13	18
150 " " " 140.....	14	19	14	19
160 " " " 150.....	15	20	14	19
170 " " " 160.....	15	20	14	19
180 " " " 170.....	15	20	14	19
190 " " " 180.....	15	20	15	20
Over 190 miles.....	15	20	15	20

These rates apply only when shipments are accompanied by certificate from shipper or owner that same was grown on line of Y. and M. V. R. R.

YAZOO & MISSISSIPPI VALLEY RAILROAD CO.
ILLINOIS CENTRAL RAILROAD—MISSISSIPPI CENTRAL
VALLEY ROUTE.

A 1260.

FREIGHT TARIFF.

Applying on Live Stock (Except Horses and Mules) less than
 car loads, between stations on the

YAZOO & MISSISSIPPI VALLEY RAILROAD

In Mississippi.

Issued Dec. 10, 1898.

Effective Dec. 5, 1898.

IN CENTS PER HUNDRED POUNDS.

DISTANCES.	Live Stock (except Horses and Mules) less car loads—Crated, See Note 1.		Live Stock (except Horses and Mules) less car loads—Loose. See Note 2.	
	Between Stations in Mississippi on the Y. & M. V. R. R.	Between Stations in Miss. on the Y. & M. V. R. R. when to and from Stat'ns in Miss. on other roads.	Between Stations in Mississippi on the Y. & M. V. R. R.	Between Stations in Miss. on the Y. & M. V. R. R. when to and from Stat'ns in Miss. on other roads.
5 Miles and under	11	8	11	11
10 Miles and over	13	9	13	13
15 Miles and over	16	12	16	16
20 Miles and over	18	14	18	18
25 Miles and over	20	16	20	20
30 Miles and over	21	17	21	21
35 Miles and over	23	18	23	23
40 Miles and over	25	19	25	25
45 Miles and over	26	20	26	26
50 Miles and over	27	21	27	27
55 Miles and over	28	22	28	28
60 Miles and over	28	22	28	28
65 Miles and over	29	22	29	29
70 Miles and over	29	22	29	29
75 Miles and over	31	23	31	31
80 Miles and over	31	23	31	31
85 Miles and over	32	24	32	32
90 Miles and over	32	24	32	32
95 Miles and over	33	25	33	33
100 Miles and over	33	25	33	33
110 Miles and over	34	26	34	34
120 Miles and over	35	26	35	35
130 Miles and over	36	27	36	36
140 Miles and over	37	28	37	37
150 Miles and over	38	29	38	38
160 Miles and over	39	30	39	39
170 Miles and over	40	31	40	40
175 Miles and over	41	31	41	41
180 Miles and over	41	31	41	41

A 1260 CONTINUED.

IN CENTS PER HUNDRED POUNDS.

DISTANCES.		Live Stock (except Horses and Mules) less carloads—Crated. See Note 1.		Live Stock (except Horses and Mules) less carloads—Loose. See Note 2.	
		Between Stations in Mississippi on the Y. & M. V. R. R.	Between Stations in Miss. on the Y. & M. V. R. R. when to and from Stations in Miss. on other roads.	Between Stations in Mississippi on the Y. & M. V. R. R.	Between Stations in Miss. on the Y. & M. V. R. R. when to and from Stations in Miss. on other roads.
190 Miles and over	180.....	42	32	42	42
200 Miles and over	190.....	43	32	43	43
210 Miles and over	200.....	43	33	43	43
220 Miles and over	210.....	44	33	44	44
225 Miles and over	220.....	44	33	44	44
230 Miles and over	225.....	44	33	44	44
240 Miles and over	230.....	45	34	45	45
250 Miles and over	240.....	45	34	45	45
260 Miles and over	250.....	45	34	45	45
270 Miles and over	260.....	46	34	46	46
280 Miles and over	270.....	46	34	46	46
290 Miles and over	280.....	46	35	46	46
300 Miles and over	290.....	47	35	47	47

Live Stock, less than carloads, to be fed at owner's expense and to be released, as per contract—the charge on less than carload shipment not to exceed the charge for a carload.

Note 1.—Actual weight to be charged for. Shipments in crates weighing over 1000 lbs. per crate will not be accepted.

Note 2.—The following estimated weights to be charged for :

One Cow	1,600 lbs
Two Cows.....	2,800 lbs
Each additional cow.....	800 lbs
Cow and calf together.....	1,800 lbs
Yearling cattle, except where actual weight is greater.....	1,000 lbs
Bulls, valuation limited to not exceeding \$125 00 each.....	2,500 lbs
Bull calf, valuation limited to \$25 00 each	1,600 lbs

Issued January 4th, 1900

Effective January 7th, 1900.

Issued by F. B. BOWES, General Freight Agent, Louisville.

W. M. RHEIT,	C. C. Cameron,	W. L. SMITH,
Gen. Frt. Agent,	Asst. Gen. Ft. Agt.	Asst. Gen. Ft. Agt.,
New Orleans.	Louisville.	Memphis.
Y. & M. V. 300.)	(Authority A-281.)	(File 19,138, 1900.)

DISTANCE BETWEEN STATIONS ON Y. & M. V. R. R. IN MISSISSIPPI.

Distance from Lakeview.

	Miles.		Miles.
Lakeview .....	.....	Arcola	132
Walls	3	Estill	135
Lake Cormorant.....	8	Hollindale.....	139
Penton	13	Percy.....	143
Clacks.....	14	Panther Burn.....	146
Robinsonville.....	17	Nitta Yuma.....	149
Hollywood.....	22	Anguilla.....	153
Tunica.....	27	Rolling Fork.....	159
Evansville	30	Egremont.....	162
Clayton	33	Carey.....	166
Carnesville.....	39	Valley Park.....	180
Lula	44	Redwood	192
Coahoma.....	52	Vicksburg	202
Clover Hill.....	58	Glass.....	212
Lyon	62	Yokena.....	215
Clarksdale.....	65	Allens.....	220
Bobo.....	70	Ingleside.....	226
Alligator Lake.....	74	Port Gibson.....	232
Duncan	78	Russums	239
Shelby.....	85	Hays	244
Mound Bayou.....	90	Harriston.....	251
Merrigold	93	McNair	258
Renovo	97	Hamburg	263
Cleveland	100	Roxie.....	268
Shaws	110	Knoxville.....	278
Helm	118	Gloster	294
Elizabeth.....	124	Centreville.....	302
Leland.....	126	Whitaker.....	308
Burdette.....	129		

Distance from Trotters Point.

	Miles.		Miles.
Trotters Point .....	.....	Yazoo Pass.....	10
Glendale.....	1	Ino	11
Powels	4	Perkins	12
Danforth	5	Wildwood	14
Mascot	6	Matagorda	16
Lula	7	Jonestown	17
Kenambu	8	Eagles Nest.....	19
Barbee's	9		

DISTANCE BETWEEN STATIONS ON Y. & M. V. R. R. IN
MISSISSIPPI.—CONTINUED.

Riverside Branch.—Distance from Coahoma.

	Miles.		Miles
Coahoma.....		Nicholson.....	54
Armistead	5	Beulah	55
Friars Point	6	Christmas	57
Dickerson.....	10	Lobdell	60
Stovall.....	11	Benoit	66
Roselle.....	13	Scott.....	71
McLemore	14	Lamont.....	75
Sherard.....	18	Winterville.....	78
Green Cove.....	23	Wilczinski	82
Rena Lara.....	24	Greenville	87
Brutons.....	25	Swiftwater	92
Hillhouse	27	Wayside	97
Eldridge	28	Avon	100
Round Lake.....	33	Longwood	106
Deason	35	Erwin.....	109
Perthshire	40	Dudley	111
Gunnison	42	Hampton	115
Wrights	46	Grace's	118
Rosedale	50	Rolling Fork.....	126

Glen Allen—Distance from Hampton.

Hampton	Glen Allen.....	2
---------------	-----------------	---

Arkansas City Branch—Distance from Leland.

Leland	Bristol.....	16
Stoneville	2 Rex.....	18
Magenta.....	4 Moores.....	19
Wilczinski.....	7 Huntington.....	22
Lamont.....	15	

Tallahatchie Branch—Distance from Clarksdale.

Clarksdale	Robinsons	25
Earnest.....	6 Swan Lake.....	28
Mattson.....	10 Glendora.....	32
Tuttwiler	15 Black Bayou.....	33
McMullins.....	19 Deer Mound	36
Sumner.....	20 Minter City.....	36
Webbs	23	

DISTANCE BETWEEN STATIONS ON Y. & M. V. R. R. IN
MISSISSIPPI—CONTINUED.

Natchez Branch—Distance from Harriston.

	Miles.		Miles.
Natchez	28	St. Elmo.....	24
Fosters	22	Carlisle	26
Stanton	16	McCaleb.....	28
Cannonsburg.....	14	Myles.....	30
Stampley.....	9	Carpenter.....	32
Fayette	2	Utica	39
Harriston	0	Adams.....	44
Stonington	2	Learned	46
Red Lick	6	Oakley	49
Tillman.....	12	Raymond.	55
Martin.....	15	Jackson.....	70
Hermanville	21		

Bayou Sara Branch—Distance from Turnbull.

Turnbull .....	.....	Woodville.....	5
Ashwood.....	1		

NEW ORLEANS AND NORTH EASTERN RAILROAD CO.

General Freight Department.

LOCAL DISTANCE TARIFF L 87.

On General Merchandise between Meridian, Miss., and Stations
on

NEW ORLEANS & NORTH EASTERN RAILROAD.

Also Distance Table and Tariff.

The rates given in this Tariff will apply ONLY on traffic originating
and ending within the State of Mississippi.

GOVERNED BY SOUTHERN FREIGHT CLASSIFICATIONS
No. 25, WITH EXCEPTIONS.

Issued December 15, 1896. Taking Effect December 21, 1896.

LOCAL DISTANCE TARIFF L 87.—CONTINUED.

MILES.	BETWEEN MERIDIAN, MISS. AND N. O. & N. E. STATIONS.	PER 100 POUNDS.												PER BBL.	PER 100 POUNDS.									
		1	2	3	4	5	6	A	B	C	D	E	H	F	Common Brick C. L. 24,000 lbs. min.		C. L. 20,000 lbs.	L. C. L.	Native Grown Hay and Cow Peas. See Note 5.	Native Grown Corn (in the ear) C. L. 24,000 lbs. min. (See Note 5.)				
8	*Corry.....	20	16	14	12	10	7	10	13	10	6	12	14	20	33	3	4	7	4					
10	*Hogans.....	26	21	18	15	12	9	11	15	11	7	14	16	22	39	3	5	9	5					
12	*Basic City.....	26	21	18	16	14	12	12	15	11	7	14	16	22	42	3½	5	10	5					
17	*Enterprise.....	42	35	28	21	17	13	18	19	16	8	24	28	26	46	3½	6	12	6					
24	*Wantubbee.....	48	40	32	24	20	15	18	20	16	8	24	32	27	48	4	7	13	7					
27	*Pachuta.....	54	45	36	27	22	17	14	22	17	9	26	35	29	50	4	8	14	8					
31	*Barnett.....	60	50	40	30	25	19	14	22	17	10	26	35	30	52	4½	9	15	8					
36	*Vossburg.....	62	52	42	32	26	20	15	24	18	11	26	35	32	54	4½	10	16	8					
38	*Weems.....																							
40	*Heidelberg.....																							
45	*Haney.....																							

MISSISSIPPI RAILROAD COMMISSION.

81

47 Sandersville	Miss.	64	52	42	32	27	21	16	24	18	12	26	35	34	56	4½	10	16	8
50 *Errata	"	66	54	44	34	28	22	17	26	19	13	27	36	36	60	5	11	17	9
56 *Kingston	"	67	56	46	36	29	22	17	26	19	13	27	36	37	62	5	12	18	10
57 Laurel	"	68	56	46	36	29	23	18	26	19	14	27	36	38	64	5	12	18	10
64 Ellisville	"	69	57	47	37	30	23	18	27	20	14	28	37	39	65	5	13	19	11
66 *Rowan	"	70	57	47	37	30	24	18	27	20	15	28	37	39	66	5	13	19	11
70 *Blackburn	"	71	58	47	37	30	24	18	27	20	15	28	37	39	67	5	14	20	12
73 Tuscanola	"	72	58	47	37	30	24	18	27	20	15	28	37	40	68	5	14	20	12
74 *Albertson's Mills	"	73	59	47	37	30	24	18	27	20	15	28	37	40	69	5	14	20	12
78 Eastabuchee	"	74	59	47	37	30	24	18	27	20	15	28	37	41	70	5	14	20	12
85 Hattiesburg	"	74	60	47	37	30	24	18	27	20	15	29	38	41	74	5	15	20	13
88 *Bon Homme	"	75	61	48	38	31	25	18	27	21	15	29	38	42	76	5½	15	20	13
91 *Richburg	"	76	62	48	38	31	25	18	27	21	15	29	38	42	76	5½	15	20	13
97 *Okahola	"	76	62	48	38	31	25	18	27	21	15	29	38	42	76	5½	15	20	13
100 *Pointevent	"	77	63	48	38	31	25	18	27	21	15	29	38	43	80	5½	15	20	13
102 Purvis	"																		
107 *Tulowah	"																		
111 *Piotona	"																		
112 Lambertton	"																		
118 *Hillsdale	"																		
121 Orvisburg	"																		
123 *Caledonia	"																		
126 Poplarville	"																		
128 *Prentice	"																		
129 *Glade	"																		
132 *Derby	"																		
136 *McClure's	"																		
139 *McNeils	"																		

LOCAL DISTANCE TARIFF L 87.—CONTINUED.

MILES.	BETWEEN MERIDIAN, MISS. AND N. O. & N. E. STATIONS.	PER 100 POUNDS.												PER BBL.		PER 100 POUNDS.				
														BEEF AND PORK.		Common Brick C. L. 24,000 lbs. min.	C. L. 20,000 lbs.	L. C. L.	Native Grown Hay and Cow Peas. See Note b.	Native Grown Corn (in the ear) C. L. 24,000 lbs, min. (See Note b.)
		1	2	3	4	5	6	A	B	C	D	E	H	F						
141	*Tate.....																			
143	Carriere.....																			
144	*Pine Grove.....	78	64	49	39	32	26	18	27	22	15	30	39	43	84	6	16	22	14	
147	*Mitchell.....																			
149	*Picayune.....																			
151	*Thigpens.....																			
153	Nicholson.....	78	64	49	39	32	26	18	27	22	15	30	39	44	86	6	16	22	14	

*Prepay Stations.

LOCAL DISTANCE TARIFF L 87.—CONTINUED.

MILES.	BETWEEN MERIDIAN, MISS. AND N. O. & N. E. STATIONS.	PER 100 POUNDS.		PER TON.	PER 100 POUNDS.										Per ton 2,000 lbs.	PER CAR.		
		In Bags.	+ Wool.	Fertilizers and Cotton Seed Meal C. L. 20,000 lbs. min. Fertilizers, L. C. L., Rosin, C. L. 20,000 lbs. (See Note 2.)	Turpentine, in bbls. C. L. 20,000 lbs. min. in tanks, C. L. 24,000 lbs. min. (See Notes 1 and 2.)	Iron, Pig, Scrap and Railroad, C. L. 24,000 lbs. min. (See Note 8.)	Fire Brick, Slate, Cement, Tan Bark, C. L. 20,000 lbs. min.	Ice, C. L. 20,000 lbs. min.	Salt, Jug Ware, Oil Cakes, Lime, Melons, C. L. 20,000 lbs. min.	Ores, Sand, Clay, Stone and Charcoal, C. L. 20,000 lbs. min.	Lumber, Laths, Shingles, Staves and Wood, C. L. 20,000 lbs. min.	Lumber, Laths, Shingles, Staves and Wood, L. C. L.	C. L.	For Planting purposes, L. C. L.	Cotton Seed.	Coal and Coke, C. L. 12 tons min.	Horses and Mules, released, C. L.	Beef, Cattle, Hogs and Sheep.
8	*Corry.....	15	12	3	46	6	80	4	4	4	4	4	4	5	6	75	12 00	8 00
10	*Hogans.....																	
12	*Basic City.....	18	17	8	46½	6½	80	4	4	4	4	4	4	5	5½	77	18 00	12 00
17	*Enterprise.....	18	17	8	46½	7	80	4	4	4	4	4	4	5	6	80	18 00	18 00
21	*Wantubbee.....																	
24	*Cooper's.....	25	18	34	7½	7½	1 07	6½	6	6½	5½	4½	6½	6½	8	80	18 00	14 00
27	*Pachuta.....	25	18	34	8	8	1 15	6½	6½	6½	6	5	7½	6½	9	80	20 00	15 00
31	*Barnett.....	30	18	34	8½	8½	1 20	6½	6½	6½	6½	5	7½	7	9	85	25 00	16 00
36	*Vossburg.....																	
38	*Weems.....	30	18	34	9	9	1 25	7	7	7	6½	5	7½	7	9	95	25 00	17 00
40	*Heidelberg.....																	
45	*Haney.....	35	20	34	9½	9½	1 30	7½	7	7½	6½	5	7½	7½	9	97	27 00	17 00

47 Sandersville.....Miss.	35	20	3½	10	10	1 35	7½	7	7½	7	5	7½	7½	9	1 00	27 00	18 00
50 *Errata.....	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
53 *Kingston.....	"	40	25	3½	11	11	1 40	8	8	7½	6	9	8	10	1 10	29 00	20 00
57 Laurel.....	"	40	35	3½	11½	11½	1 40	8½	8½	7½	6	9	8½	10	1 15	32 00	21 00
64 Ellisville.....	"	40	35	3½	11½	11½	1 40	8½	8½	7½	6	9	8½	10	1 20	32 00	22 00
66 *Melrose.....	"	40	35	3½	11½	11½	1 40	8½	8½	7½	6	9	8½	10	1 20	32 00	22 00
68 *Rowan.....	"	40	35	3½	11½	11½	1 40	8½	8½	7½	6	9	8½	10	1 20	32 00	22 00
70 *Blackburn.....	"	40	35	3½	11½	11½	1 40	8½	8½	7½	6	9	8½	10	1 20	32 00	22 00
73 Tuscanola.....	"	45	40	4	11½	12½	1 45	8½	8½	8½	6½	9½	9	10	1 20	34 00	23 00
74 *Albertson's Mills.....	"	45	40	4	11½	12½	1 45	8½	8½	8½	6½	9½	9	10	1 20	34 00	23 00
78 Eastabuchee.....	"	45	40	4	11½	12½	1 45	8½	8½	8½	6½	9½	9	10	1 20	34 00	23 00
85 Hattiesburg.....	"	45	41	4½	11½	12½	1 50	9	9	8½	6½	9½	9	10	1 25	34 00	24 00
88 *Bon Homme.....	"	45	41	4½	11½	12½	1 50	9	9	8½	6½	9½	9	10	1 25	35 00	24 00
91 *Richburg.....	"	45	41	5	11½	12½	1 60	9½	9½	9	6½	9½	10	11	1 30	35 00	24 00
97 *Okahola.....	"	45	41	5	11½	12½	1 60	9½	9½	9	6½	9½	10	11	1 35	37 00	24 00
100 *Pointevent.....	"	45	41	5	12	15	1 65	10	10	9	6½	9½	10	12	1 40	37 00	25 00
102 Purvis.....	"	50	42	5½	12	16½	1 70	10	10	9½	6½	9½	10	12	1 45	38 00	25 00
107 *Tallowah.....	"	50	42	5½	12	16½	1 70	10	10	9½	6½	9½	10	12	1 45	38 00	25 00
111 *Piotona.....	"	50	42	6	12½	17	1 75	10	10	10	7	10½	10	12	1 50	33 00	25 00
112 Lumberton.....	"	50	42	6	12½	17	1 75	10	10	10	7	10½	10	12	1 50	33 00	25 00
118 *Hillsdale.....	"	50	42	6	12½	17	1 75	10	10	10	7	10½	10	12	1 50	33 00	25 00
121 Orvisburg.....	"	50	42	6½	12½	17½	1 75	10	10	10	7	10½	10	12	1 60	40 00	26 00
123 *Caledonia.....	"	50	42	6½	12½	17½	1 75	10	10	10	7	10½	10	12	1 60	40 00	26 00
125 Poplarville.....	"	50	42	6½	12½	17½	1 75	10	10	10	7	10½	10	12	1 60	40 00	26 00
126 *Prentice.....	"	55	43	6½	12½	17½	1 75	10	10	10	7	10½	10	12	1 60	40 00	26 00
129 *Glade.....	"	55	43	6½	12½	17½	1 75	10	10	10	7	10½	10	12	1 60	40 00	26 00
132 *Derby.....	"	55	43	7	13	18	1 90	10	10	10	7	10½	10	13	1 70	41 00	26 00
136 *McClure's.....	"	55	43	7	13	18	1 90	10	10	10	7	10½	10	13	1 70	41 00	26 00
139 *McNeils.....	"	55	43	7	13	18	1 90	10	10	10	7	10½	10	13	1 70	41 00	26 00

LOCAL DISTANCE TARIFF L 87.—CONTINUED.

MILES.	BETWEEN MERIDIAN, MISS. AND N. O. & N. E. STATIONS.	PER 100 POUNDS.		PER TON.	PER 100 POUNDS.								Per ton 2,000 lbs.	PER CAR.					
		In Bales.	+Wool.	Fertilizers and Cotton Seed Meal C. L. 20,000 lbs. min.	Fertilizers, L. C. L., Roeln, C. L. 20,000 lbs. (See Note 2)	Turpentine, in bbls C. L. 20,000 lbs. min. in tanks C. L. 24,000 lbs. min. (See Notes 1 and 2)	Iron, Pig, Scrap and Railroad, C. L. 24,000 lbs. min. (See Note 3.)	Fire Brick, Slate, Cement, Tan Bark, C. L. 20,000 lbs. min.	Ice, C. L. 20,000 lbs. min.	Salt, Jug Ware, Oil Cake, Lime, Melons, C. L. 20,000 lbs. min.	Ores, Sand, Clay, Stone and Charcoal, C. L. 20,000 lbs. min.	Lumber, Laths, Shingles, Staves and Wood, C. L. 20,000 lbs. min.	Lumber, Laths, Shingles, Staves and Wood, L. C. L.	C. L. For Planting purposes, L. C. L.	Seed.	Cotton	Coal and Coke, C. L. 12 tons min.	Horses and Mules, released, C. L.	Beef, Cattle, Hogs and Sheep.
141	*Tate.....	} Miss.																	
143	Carriere.....		55	48	7½	18½	18	1 90	10	7	10	10	7½	11½	10	13	1 80	42 00	27 00
144	*Pine Grove.....																		
147	*Mitchell.....																		
149	*Picayune.....																		
151	*Thigpens.....	} “																	
153	Nicholson.....		60	45	8	18½	19	2 00	10	7	10	10	7½	11½	10	14	1 90	43 00	29 00

* Prepay Stations. † Fertilizers, L. C. L., 5c. per 100 lbs. ‡ Applies to Meridian, Miss., only.

**DISTANCE TARIFF APPLYING BETWEEN STATIONS ON N. O. & N. E. R. R.
WITHIN STATE OF MISSISSIPPI.**

[illegible]

MISSISSIPPI RAILROAD COMMISSION.

[illegible]

DISTANCE TARIFF APPLYING BETWEEN STATIONS ON N. O. & N. E. R. R.
WITHIN STATE OF MISSISSIPPI.

FOR DISTANCE OF	PER 100 POUNDS.			Per ton	PER 100 POUNDS.			Per ton 2,000 lbs.	PER CAR.						
	Fertilizers and Cotton Seed Meal, C. L. 20,000 lbs. min.	Fertilizers, L. C. L., Kosin, C. L. 20,000 lbs. min.	Turpentine, in bbls., C. L. 20,000 lbs. min.; in tanks, C. L. 24,000 lbs. min. (See Note 1.)	Iron, Pig, Scrap, Railroad, etc. C. L. 24,000 lbs. min. (See Note 8.)	Fire, Brick, Slate, Salt, Cement, Lime, Jug Ware, Oil Cake, Tan Hark, Melons, Ice, C. L. 20,000 lbs. min.	Ores, Sand, Clay, Stone and Char- coal, C. L. 20,000 lbs. min.	Lumber, Laths, Shingles' Staves and Wood, C. L. 20,000 lbs. min.	Lumber, Laths, Shingles, Staves and Wood, L. C. L.	C. L. For Planting purposes, L. C. L.	Cotton Seed.	Coal and Coke, C. L. 12 tons min.	Horses and Mules, released, C. L.	Beef, Cattle, Hogs and Sheep, C. L.		
5 miles or less.....	34	8	6	85	4	4	4	4	4	6	4	5	75	12 00	8 00
10 " and over 5.....	34	6	6	85	4	4	4	4	4	6	5	6	75	12 00	8 00
15 " " 10.....	34	6	6	92	5	4	4	4	4	6	5	7	77	18 00	12 00
20 " " 15.....	34	6	7	1 00	6	5	4	4	4	6	6	6	80	18 00	13 00
25 " " 20.....	34	7	7	1 07	6	5	5	4	4	6	6	8	80	18 00	14 00
30 " " 25.....	34	8	8	1 15	6	6	6	5	5	7	6	9	80	20 00	15 00

35 miles and over	80.....	3½	8½	1 20	6½	5	7½	7	9	85	25 00	16 00
40 "	35.....	3½	9	1 35	7	5	7½	7	9	95	25 00	17 00
45 "	40.....	3½	9½	1 30	7½	5	7½	7½	9	97	27 00	17 00
50 "	45.....	3½	10	1 35	7½	5	7½	7½	9	1 00	27 00	18 00
55 "	50.....	3½	10½	1 35	7½	5	7½	8	10	1 05	29 00	19 00
60 "	55.....	3½	11	1 40	8	6	9	8	10	1 10	29 00	20 00
65 "	60.....	3½	11½	1 40	8½	6	9	8½	10	1 15	32 00	21 00
70 "	65.....	3½	11½	1 45	8½	6	9	9	10	1 20	32 00	22 00
75 "	70.....	4	11½	1 45	8½	6½	9½	9	10	1 20	34 00	23 00
80 "	75.....	4	11½	1 50	9	6½	9½	9½	11	1 25	34 00	24 00
85 "	80.....	4½	11½	1 55	9½	6½	9½	10	11	1 25	35 00	24 00
90 "	85.....	4½	11½	1 60	9½	6½	9½	10	11	1 30	35 00	24 00
95 "	90.....	5	11½	1 60	9½	6½	9½	10	11	1 35	37 00	24 00
100 "	95.....	5	12	1 65	10	6½	9½	10	12	1 40	37 00	25 00
110 "	100.....	5½	12	1 70	10	6½	9½	10	12	1 45	38 00	25 00
120 "	110.....	6	12½	1 75	10	7	10½	10	12	1 50	39 00	25 00
130 "	120.....	6½	12½	1 75	10	7	10½	10	12	1 60	40 00	26 00
140 "	130.....	7	13	1 90	10	7	10½	10	13	1 70	41 00	26 00
150 "	140.....	7½	13½	1 90	10	7½	11½	10	13	1 80	42 00	27 00
160 "	150.....	8	13½	2 00	10	7½	11½	10	14	1 90	43 00	29 00

NOTES.

NOTE 1. Turpentine in barrels to be charged for at actual weight, including weight of packages, with a minimum of 20,000 lbs. to the car. Turpentine in tank cars to be charged for at actual weight, with a minimum of 24,000 lbs. to the tank. Tanks to be furnished by the shipper or consignee and three-fourths of a cent per mile to be paid by the railroad. Shipper to load and consignee to unload both when in tanks and in barrels.

NOTE 2. On shipments of Rosin and Turpentine in barrels, shipped in mixed car loads of 24,000 pounds minimum, from Stations on N. O. & N. E. R. R. to Meridian, Miss., apply the current car load rate on each article.

NOTE 3. The rates shown herein on Scrap and Railroad Iron will apply per ton of 2,240 lbs. and on Pig Iron per ton of 2,268 lbs. in car loads of 24,000 lbs. minimum.

NOTE 4. In estimating the freight on shipments of brick and lumber in mixed car loads the higher rate on the entire shipment will apply, basing the weight on the usual estimated weights of brick and lumber, with a minimum of 28,000 pounds to the car.

NOTE 5. Within rates on native grown hay, corn and cow peas apply only when shipments are accompanied by certificate from shipper or owner that same was grown in the State of Mississippi, and is for use between Stations in Mississippi.

Current rates on native grown hay, C. L. will apply on mixed C. L. of native grown hay, corn and cow peas.

NOTE 6. Single shipments weighing less than 100 lbs. will be assessed at actual weight with a minimum charge of twenty-five cents.

This Tariff is made in accordance with rulings of Mississippi State Commissioners.

File, 1054. R.

SUPPLEMENT 7

TO

LOCAL DISTANCE TARIFF L. 87.

NEW ORLEANS & NORTH EASTERN R. R.

Taking Effect Dec. 21, 1896,

New Orleans, La., Dec. 15, 1896.

COTTON

Between Stations in Mississippi on

N. O. & N. E. R. R.

DISTANCES.		Rate Per Bale.	DISTANCES.		Rate Per Bale.
10 miles and under		\$ 60	85 miles and over	80	\$1 55
15 miles and over	10	70	90 miles and over	85	1 60
20 miles and over	15	80	95 miles and over	90	1 65
25 miles and over	20	85	100 miles and over	95	1 70
30 miles and over	25	90	110 miles and over	100	1 75
35 miles and over	30	95	120 miles and over	110	1 80
40 miles and over	35	1 00	130 miles and over	120	1 85
45 miles and over	40	1 10	140 miles and over	130	1 90
50 miles and over	45	1 20	150 miles and over	140	1 95
55 miles and over	50	1 25	160 miles and over	150	2 00
60 miles and over	55	1 30			
65 miles and over	60	1 35			
70 miles and over	65	1 40			
75 miles and over	70	1 45			
80 miles and over	75	1 50			

Estimated weight 500 lbs. per bale.

Authority Mississippi State Commissioners.

Supersedes Q. & C. Cotton Tariff C-8 August 27, 1894.

LAJ—HTW—AFB
NO&NE Agts.

File, 1054, R.

SUPPLEMENT 76 TO L, 87.

NEW ORLEANS & NORTHEASTERN R. R.

Taking effect Oct. 1, 1900.

New Orleans, La., Sept. 27, 1900.

COTTON SEED, CARLOAD, (24,000 Pounds Minimum.)

Between Stations on the New Orleans and Northeastern Railroad
within the State of Mississippi.

IN CENTS PER HUNDRED POUNDS.

DISTANCES.		RATE.
10 miles and under.....		4
25 miles and over 10.....		5
40 miles and over 25.....		6
50 miles and over 40.....		7
100 miles and over 50.....		8
140 miles and over 100.....		9
150 miles and over 140.....		10
200 miles and over 150		11

(Authority Mississippi Railroad Commission.)

Supersedes Supplement 31 and conflicting portions of L, 87, and
of Supplement No. 12 to same.

N, 1887.

NEW ORLEANS & NORTHEASTERN R. R.

ALABAMA & VICKSBURG RY.

Effective Oct. 18, 1900.

New Orleans, La., Oct. 18, 1900.

Joint Freight Tariff Applying on

COTTON SEED, C. L. 24,000 lbs. MIN.

Between Stations on A. & V. Ry. and N. O. & N. E. R. R.
 and Stations on the A. G. S. R. R., G. & S. I. R. R., M. & O. R. R.
 Southern Ry., K. C. M. & B. R. R., Ills. Central R. R.,
 Y. & M. V. R. R.

(Within the State of Mississippi.)

IN CENTS PER HUNDRED POUNDS.

DISTANCE.	RATE.
10 miles and under.....	5
25 miles and over 10.....	6½
40 miles and over 25.....	7½
50 miles and over 40.....	8½
100 miles and over 50.....	10
140 miles and over 100.....	11½
150 miles and over 140.....	12½
200 miles and over 150.....	13½
300 miles and over 200.....	15

The above rates are issued by order of the Mississippi Railroad Commission, and protection of same is guaranteed only on shipments between points on the A. & V. Railway and N. O. & N. E. Railroad.

If any shipments are offered for forwarding to points off the line of the A. & V. Ry., or N. O. & N. E. R. R., Agent will telegraph this office for instructions.

NEW ORLEANS & NORTHEASTERN R. R.

Supplement No. 98 to Local Distance Tariff L, 87.
Cancels Sup. 86.

Freight Tariff Applying on

GENERAL MERCHANDISE Between
Stations in Mississippi on New Orleans & Northeastern R. R.

IN CENTS PER HUNDRED POUNDS.

For Distance of	BRICK.		For Distance of	LUMBER ONLY.	
	C. L. 40,000 lbs. Min.	L. C. L.		C. L. 24,000 lbs. Min.	L. C. L.
10 miles and under.....	2	3	15 miles and under.....	3	4½
20 miles and over 10	2½	3½	30 miles and over 15	3½	4½
50 miles and over 20	3	4½	45 miles and over 30	4	6
95 miles and over 50	4	6	60 miles and over 45	4½	6½
140 miles and over 95	4½	6½	75 miles and over 60	5	7½
160 miles and over 140	5	7½	95 miles and over 75	5½	8½
			125 miles and over 95	6	9
			150 miles and over 125	7	10½
			160 miles and over 150	7½	11½

Issued Oct. 17, 1901.

Effective at once.

SUPPLEMENT 38 to L—87.

NEW ORLEANS AND NORTHEASTERN R. R.

Taking Effect Dec. 1, 1898.

New Orleans, La., Nov. 17, 1898.

Distance Tariff applying between Stations in Mississippi (on N. O. and N. E. R. R.) including Meridian.

Live Stock, L. C. L.	Class
Cattle (crated) actual weight— (Between points on N. O. and N. E. R. R.) in Mississippi	4
(When moving over two or more lines in State of Mississippi) each line.....	6
Cattle not crated— (Between points on N. O. and N. E. R. R., in Mississippi)	4
(When moving over two or more lines in State of Mississippi) each line.....	4
(See Note)	

Per Hundred Pounds					
		Class			
		4	6		
5 miles and under	11	8	70 and over 60 miles	29	22
10 and over 5 miles	13	9	80 and over 70 miles	31	23
15 and over 10 miles	16	12	90 and over 80 miles	32	24
20 and over 15 miles	18	14	100 and over 90 miles	33	25
25 and over 20 miles	20	16	110 and over 100 miles	34	26
30 and over 25 miles	21	17	120 and over 110 miles	35	26
35 and over 30 miles	23	18	130 and over 120 miles	36	27
40 and over 35 miles	25	19	140 and over 130 miles	37	28
45 and over 40 miles	26	20	150 and over 140 miles	38	29
50 and over 45 miles	27	21	160 and over 150 miles	39	30
60 and over 50 miles	28	22			

NOTE.—Live Stock, L. C. L., to be fed by owner at his expense and to be released as per contract.

Weight estimated as follows:

Valuation limited to not exceeding \$100.00 for each animal.

1 Cow—not crated.....	1,600 lbs.
2 Cows	2,800 "
Each additional Cow	800 "
Cow and Calf together	1,800 "
Yearling Cattle, actual weight, but not less than 1,000 "	
Bull Calf, value limited to \$25.00.....	1,600 "

Cattle—not released—double foregoing rates.

Supplement 55 to L, 87

NEW ORLEANS & NORTHEASTERN R. R.

Taking Effect April 1st, 1899. New Orleans, La., March 30, 1899.

Between all Points in Mississippi Located on
N. O. & N. E. R. R.

BUILDING MATERIAL TARIFF.

Lime, Cement, Plaster, Sand, Brick (common pressed and fire,)
Shingles, Lumber and Laths, when shipped in mixed
C. L., of 24,000 lbs., (to be charged for at highest
rated C. L. Article in Car.)

Owners to Load and Unload.

Notation : Sash: Doors and Blinds, not included in list of articles.

NEW ORLEANS & NORTHEASTERN R. R.

Supplement No. 90 to Local Distance Tariff L, 87.

Freight Tariff Applying on

GENERAL MERCHANDISE

Between all Stations in Mississippi on New Orleans
and Northeastern R. R.

For Distance of	In Cents per Hundred Pounds.								Per Barrel.
	Native Grown in the Ear.		Corn, Oats, Corn Meal, Hominy, Grits, Hominy Feed, Grain Screenings, Bran, Feed and Mill Stuff.		Flour in Sacks.		Flour in Barrels.		
	C. L.	L. C.	C. L.	L. C.	C. L.	L. C.	C. L.	L. C.	
5 miles or less.....	4	5	5	5	8	8	16	16	
10 miles and over	5	4	6	6	8	8	16	16	
15 miles and over	10	5	7	7	7	8	8	16	16
20 miles and over	15	5	7	7	7	8	8	16	16
25 miles and over	20	6	8	8	8	8	8	16	16
30 miles and over	25	7	8	8	8	8	8	16	16
50 miles and over	30	8	8	8	8	8	8	16	16
60 miles and over	50	9	*	10	*	12	*	24	*
160 miles and over	60	10	*	10	*	12	*	24	*

*See Tariff.

Issued April 25, 1901.

Effective April 25, 1901.

ALABAMA AND VICKSBURG RAILWAY CO.

General Freight Department.

LOCAL DISTANCE TARIFF L 85.

On General Merchandise between Stations on the

ALABAMA & VICKSBURG RAILWAY.

The rates given in this Tariff will apply ONLY on traffic originating and ending within the State of Mississippi.

**GOVERNED BY SOUTHERN FREIGHT CLASSIFICATIONS
No. 25, WITH EXCEPTIONS.**

Issued December 19, 1896.

Taking Effect December 24, 1896.

60	"	"	55	52 44 38 31 26 23 17 21 24 13 30 33	36	5	11	17	9	18	22½	9½	19½
65	"	"	60	54 45 39 32 27 23 17 22 25 13 31 34	37	5	12	18	10	19	23½	10	20
70	"	"	65	54 45 39 32 27 23 18 22 25 14 31 35	38	5	12	18	10	19	23½	10½	20½
75	"	"	70	56 47 41 34 28 24 18 23 26 14 32 36	39	5	13	19	11	20	25	10½	20½
80	"	"	75	56 47 41 34 28 24 18 24 26 15 32 37	40	5	13	19	11	21	26	11	20½
85	"	"	80	58 48 42 35 29 25 18 25 27 15 33 38	41	5	14	20	12	21	26	11	21
90	"	"	85	58 48 42 35 29 25 18 27 27 15 33 39	42	5	14	20	12	22	27½	11½	21½
95	"	"	90	60 49 43 36 30 26 18 28 28 15 34 40	43	5	14	20	12	22	27½	11½	21½
100	"	"	95	60 50 43 36 30 26 18 29 28 15 34 40	44	5	14	20	12	23	28½	12	21½
110	"	"	100	62 52 46 39 33 29 18 30 29 15 35 41	46	5	15	20	13	24	30	12½	22½
120	"	"	110	64 54 47 40 35 30 18 31 30 15 35 41	48	5½	15	20	13	25	31	12½	23
130	"	"	120	66 56 48 41 36 31 18 32 31 15 36 42	49	5½	15	20	13	26	32½	12½	24
140	"	"	130	68 57 49 42 37 32 18 33 32 15 36 42	50	5½	15	20	13	26	32½	12½	25
150	"	"	140	70 59 51 43 38 33 18 34 33 15 37 43	51	6	16	22	14	27	33½	12½	25

Minimum C. L. 24,000 lbs. unless otherwise specified in this Tariff or provided for in classification.

OF MISSISSIPPI—Continued.

FOR DISTANCE OF										PER 100 POUNDS.				Per Car.	Per 100 Lbs.		Per Ton 2,000 Lbs.	Per Car.
Fertilizers and Cotton Seed	Meal, C. L.	C. L.	Nitrifiers, L. C. L., Rosin,	Turpentine, in bbls. C. L., in tanks, C. L. (See Note 1.)	Iron Pig. Scrap, Rail-road, etc. (See Note 8.)	Fire Brick, Slate, Salt, Cement, Lime, Jug Ware, Oil Cake, Tan Bark,	Ores, Sand, Clay, Stone and Charcoal.	Lumber, Laths, Shingles, Lumber, Laths, Shingles and Staves, L. C. L.	Wood in full C. L.	Wood, L. C. L.	C. L.	For planting purposes, L. C. L.	Cotton Seed	Decorticated Cotton Seed,	Coal and Coke, C. L., 12 tons min.	Horses and Mules, released.	C. L.	Beef, Cattle, Hogs and Sheep, C. L.
5 miles or less.....	8 1/2	5	9	6	5	5	7 1/2	4	5 00	7 1/2	4	5	9	8 1/2	85	14 00	8 00	
10 miles and over 5.....	8 1/2	5	9	6	5	5	7 1/2	4	6 00	7 1/2	5	6	9	8 1/2	85	14 00	8 00	
15 " " 10.....	8 1/2	6	6 1/2	6	5	5	7 1/2	4	7 00	7 1/2	5 1/2	7	9	9	90	15 00	12 00	
20 " " 15.....	8 1/2	6	6 1/2	6	5	5	7 1/2	4	7 00	7 1/2	5 1/2	7	9	9	95	16 00	13 00	
25 " " 20.....	8 1/2	6	7 1/2	7	5	5	8 1/2	4 1/2	8 00	8	6 1/2	8	10 1/2	10 1/2	1	18 00	14 00	
30 " " 25.....	4 1/2	8	8	8	4 1/2	6 1/2	11 1/2	5	8 00	8	6 1/2	8	10 1/2	11	1	20 00	15 00	
35 " " 30.....	4 1/2	9	8 1/2	9	4 1/2	8 1/2	12	5 1/2	8 50	8 1/2	7	9	11	1	1	23 00	16 00	
40 " " 35.....	4 1/2	9	9	9	4 1/2	8 1/2	13	5 1/2	8 50	8 1/2	7	9	12	1	1	25 00	17 00	
45 " " 40.....	5	10	9 1/2	6	9	7 1/2	13 1/2	5 1/2	9 00	8 1/2	7 1/2	9	12 1/2	1	1	26 00	18 00	
50 " " 45.....	5	10 1/2	10	6	9	7 1/2	13 1/2	5 1/2	9 00	8 1/2	7 1/2	9	12 1/2	1	1	27 00	18 00	
55 " " 50.....	5	11 1/2	10 1/2	6	9 1/2	7 1/2	14 1/2	5 1/2	9 00	9	8 1/2	10	12 1/2	1	1	28 00	19 00	

60	"	"	55	11 11	6 1	8 14 1	6	9	6 14 1	9 00	9	8 10 13 1	1 25	29 00	20 00
65	"	"	60	12 11 1	6 1	8 15 1	6	9 1	6 14 1	10 00	9 1	8 10 14	1 25	30 00	21 00
70	"	"	65	12 12	6 1	8 16 1	6 1	9 1	6 15	10 00	9 1	9 10 14 1	1 25	32 00	22 00
75	"	"	70	13 12 1	6 1	9 1	6 1	9 1	6 15 1	10 25	9 1	9 10 14 1	1 25	33 00	23 00
80	"	"	75	13 13	6 1	9 16 1	6 1	9 1	6 16	10 25	9 1	9 11 15 1	1 25	34 00	24 00
85	"	"	80	14 13 1	6 1	9 17 1	6 1	10 1	6 16 1	10 50	10 1	10 11 15 1	1 25	35 00	24 00
90	"	"	85	14 14	7 1	9 17 1	6 1	10 1	6 17	10 50	10 1	10 11 16	1 25	35 00	24 00
95	"	"	90	15 14 1	7 1	10 1	6 1	10 1	6 17 1	10 75	10 1	10 11 16	1 25	36 00	24 00
100	"	"	95	15 15	7 1	10 18	7 1	10 1	6 18	10 75	10 1	10 12 17	1 25	36 00	25 00
110	"	"	100	15 16 1	7 1	11 1	7 1	11 1	6 18 1	12 00	11 1	10 12 17 1	1 25	38 00	25 00
120	"	"	110	15 17	7 1	11 1	7 1	11 1	7 18 1	12 00	11 1	10 12 17 1	1 25	39 00	25 00
130	"	"	120	15 17 1	8 1	12 1	7 1	11 1	7 18 1	13 00	11 1	10 12 17 1	1 25	40 00	26 00
140	"	"	130	15 18	8 1	12 1	7 1	11 1	7 18 1	14 00	11 1	10 13 17 1	1 25	40 00	26 00
150	"	"	140	15 18 1	8 1	12 1	7 1	11 1	7 18 1	14 00	11 1	10 13 17 1	1 25	40 00	27 00

Minimum C. L. 24,000 lbs. unless otherwise specified in this Tariff or provided for in classification.

TABLE OF DISTANCES BETWEEN STATIONS.

STATIONS.	Meridian.	Jackson.	Vicksburg.
Meridian.....Miss.		96	140
*Lost Gap....."	6	90	134
*Tunnel Spur....."	8	89	133
*Graham....."	11	85	129
Chunky....."	17	79	123
*Raglands....."	18	81	122
*Robinsons....."	21	75	119
Hickory....."	23	73	117
*Cokers....."	26	70	114
*Blalack....."	27	69	113
Newton....."	31	65	109
Lawrence....."	35	61	105
Lake....."	41	55	99
*Fairchilds....."	47	50	94
Forest....."	49	47	91
*Raworth....."	55	41	85
*Gravel Pit Junction....."	59	37	81
Morton....."	60	36	80
*Clarksburgh....."	65	31	75
Pelahatchie....."	69	27	71
*Rankin....."	76	20	64
Brandon....."	81	15	59
*Rice Hill....."	84	12	56
*Greens....."	85	11	55
*Howells....."	88	8	52
Pearsons....."	91	5	49
Jackson....."	96		44
*McRaven....."	101	5	39
Clinton....."	105	9	35
*Perch Place....."	109	13	31
*Johnsons....."	110	14	30
Bolton....."	113	17	27
*Champion Hill....."	117	21	23
Edwards....."	122	26	18
*Griswold's....."	123	27	17
Smith's....."	126	30	14
Bovina....."	130	34	10
Newmans....."	132	36	8
*Five Mile Switch....."	135	39	5
Vicksburg....."	140	44	

*Prepay Stations.

NOTES.

Note 1.—Turpentine in barrels to be charged for at actual weight, including weight of packages, with a minimum of 24,000 lbs. to the car. Turpentine in tank cars to be charged for at actual weight, with a minimum of 24,000 lbs. to the tank. Tanks to be furnished by the shipper or consignee and three-fourths of a cent per mile to be paid by the railroad. Shipper to load and consignee to unload both when in tanks and in barrels.

Note 2.—On shipments of Rosin and Turpentine in barrels, shipped in mixed car loads of 24,000 pounds minimum, between stations on A. & V. R'y. apply the current car load rate on each article.

Note 3.—When in car loads of 24,000 lbs. minimum, the tariff rate for a ton of 2,000 lbs. will apply per ton of 2,268 lbs. on Pig Iron, and per ton 2,240 lbs. on Scrap and Railroad Iron.

Note 4.—In estimating the freight on shipments of brick and lumber in mixed car loads the higher rate on the entire shipment will apply, basing the weight on the usual estimated weights of brick and lumber, with a minimum of 28,000 pounds to the car.

Note 5.—Within rates on native grown hay, corn and cow peas apply only when shipments are accompanied by certificate from shipper or owner that same was grown in the State of Mississippi, and is for use between stations in Mississippi.

Current rates on native grown hay, C. L. will apply on mixed C. L. of native grown hay, corn and cow peas.

Note 6.—Single shipments weighing less than 100 lbs. will be assessed at actual weight with a minimum charge of twenty-five cents.

This Tariff is made in accordance with rulings of Mississippi State Commissioners.

ALABAMA AND VICKSBURG RAILWAY.

Supplement No. 66 to Local Distance Tariff L—85.

FREIGHT TARIFF

Applying on

GENERAL MERCHANDISE

Between

ALL STATIONS IN MISSISSIPPI

On

ALABAMA AND VICKSBURG RAILWAY.

For Distance of	In Cents per Hundred Pounds						Per Barrel	
	Native Grown Corn in the Ear		Corn, Oats, Corn Meal, Hominy, Grits, Hominy Feed, Grain Screenings, Bran, Feed and Mill Stuff		Flour in Sacks		Flour in Barrels	
	C. L.	L. C. L.	C. L.	L. C. L.	C. L.	L. C. L.	C. L.	L. C. L.
5 miles or less.....	4	5	5	5	8	8	16	16
10 and over 5 miles	4	6	6	6	8	8	16	16
15 and over 10 miles	5	7	7	7	8	8	16	16
20 and over 15 miles	5	7	7	7	8	8	16	16
25 and over 20 miles	6	8	8	8	8	8	16	16
30 and over 25 miles	7	8	8	8	8	8	16	16
50 and over 30 miles	8	8	8	8	8	8	16	16
60 and over 50 miles	9	*	10	*	12	*	24	*
150 and over 60 miles	10	*	10	*	12	*	24	*

*See Tariff.

Supersedes Supplement 64 and conflicting portions of Tariff.

Issued April 25th, 1901.

Effective April 25th, 1901

Supplement 53 to Local Distance Tariff L—85.

ALABAMA AND VICKSBURG RAILWAY.

Taking Effect Oct. 1, 1900.

New Orleans, La., Sept. 27, 1900

COTTON SEED CARLOAD

24,000 lbs. Minimum.

Between Stations on the

ALABAMA AND VICKSBURG RAILWAY.

In Cents Per Hundred Pounds.

Distance	Rate
10 miles and under.....	4
25 miles and over 10.....	5
40 miles and over 25.....	6
50 miles and over 40.....	7
100 miles and over 50.....	8
140 miles and over 100.....	9
150 miles and over 140.....	10

(Authority Mississippi Railroad Commission.)

Supersedes Supplement 17 to L—85, and conflicting portions of L—85.

ALABAMA & VICKSBURG RY.

Supplement No. 69 to Local Distance Tariff L, 85.

(Cancels Sup. 63.)

Freight Tariff Applying on

GENERAL MERCHANDISE.

Between Stations in Mississippi on Alabama & Vicksburg Ry.

IN CENTS PER HUNDRED LBS.

For Distance of	BRICK.		For Distance of	LUMBER (ONLY.)	
	C. L. 40,000 lbs. Min.	L. C. L.		C. L. 24,000 lbs. Min.	L. C. L.
10 miles and under.....	2	3	15 miles and under.....	3	4½
20 miles and over 10	2½	3½	30 miles and over 15	3½	4½
50 miles and over 20	3	4½	45 miles and over 30	4	6
95 miles and over 50	4	6	60 miles and over 45	4½	6½
140 miles and over 95	4½	6½	75 miles and over 60	5	7½
150 miles and over 140	5	7½	95 miles and over 75	5½	8½
			125 miles and over 95	6	9
			150 miles and over 125	7	10½

Issued Oct. 17, 1901.

Effective at once.

Supplement No. 18 to Local Distance Tariff L, 85.

ALABAMA & VICKSBURG RY. CO.

Effective Feb. 1, 1897.

New Orleans, La., Feb 3, 1897.

RATES ON COTTON

Per Bale at estimated weight of 500 pounds per bale

Between Stations on the Alabama and Vicksburg Railway Co.

Distance.	Rate.	Distance.	Rate.
10 miles and under.....	\$ 50	70 miles and over 65.....	\$1 85
15 miles and over 10.....	60	75 miles and over 70.....	1 85
20 miles and over 15.....	75	80 miles and over 75.....	1 85
25 miles and over 20.....	85	85 miles and over 80.....	1 85
30 miles and over 25.....	1 00	90 miles and over 85.....	1 85
35 miles and over 30.....	1 10	95 miles and over 90.....	1 85
40 miles and over 35.....	1 25	100 miles and over 95.....	1 85
45 miles and over 40.....	1 35	110 miles and over 100.....	1 90
50 miles and over 45.....	1 50	120 miles and over 110.....	2 00
55 miles and over 50.....	1 60	130 miles and over 120.....	2 00
60 miles and over 55.....	1 65	140 miles and over 130.....	2 00
65 miles and over 60.....	1 75	150 miles and over 140.....	2 00

Supersedes Q. & C.—Cotton Tariff No. C-10—Sept, 5, 1893.

(Re-issue.)

Authority Mississippi State Commissioners.

Supplement 39 to L, 85.

ALABAMA & VICKSBURG RY.

Taking Effect Dec.1, 1898.

New Orleans, La., Nov. 17, 1898.

Distance Tariff applying between Stations on A. & V. Ry.,
(In State of Mississippi.)

LIVE STOCK, L. C. L	Class.
CATTLE Crated actual weight (between points on A. & V.)	4
(When moving over two or more lines in Mississippi,) each line	6
CATTLE, not crated	
(Between points on A. & V.)	4
(When moving over two or more lines in Mississippi,) each line	4
(See Note.)	

PER HUNDRED POUNDS.

	Class.			Class.	
	4	6		4	6
5 miles and under.....	11	8	55 miles and over	50	28
10 miles and over	5 13	9	60 miles and over	55	28
15 miles and over	10 16	12	70 miles and over	60	29
20 miles and over	15 18	14	80 miles and over	70	31
25 miles and over	20 20	16	90 miles and over	80	32
30 miles and over	25 21	17	100 miles and over	90	33
35 miles and over	30 23	18	110 miles and over	100	34
40 miles and over	35 25	19	120 miles and over	110	35
45 miles and over	40 26	20	130 miles and over	120	36
50 miles and over	45 27	21	140 miles and over	130	37
			150 miles and over	140	38

ALABAMA AND VICKSBURG RAILWAY.

NOTE.—Live Stock, L. C. L., to be fed by owner at his expense and to be released as per contract, weight estimated as follows:

Valuation limited to not exceeding \$100.00 for each Animal.

Estimated Weight—(Cattle not crated.)

1 Cow.....	1,600 lbs.
2 Cows.....	2,800 "
Each additional Cow.....	800 "
Cow and Calf together.....	1,800 "
Yearling Cattle, actual weight, but not less than.....	1,000 " each.
Bull Calf, value limited to \$25.00.....	1,600 "

Cattle not released—double foregoing rates.

Supplement 41 to L—85.

ALABAMA AND VICKSBURG RAILWAY.

Taking Effect April 1, 1899. New Orleans, La., March 30, 1899.

Between all Points within State of Mississippi

—ON—

ALABAMA AND VICKSBURG RAILWAY.

BUILDING MATERIAL TARIFF.

Lime, Cement, Plaster, Sand, Brick (common, pressed and fire), Shingles, Lumber and Laths, when shipped in mixed C. L. of 2,400 lbs. minimum, to be charged for at the highest rated C. L. article in car.

Owners to load and unload.

Notation.—Sash, Doors and Blinds, not included in list of articles taking Building Material rates.

500

Issue No. A. 1330.

File No. 26966.

MOBILE AND OHIO RAILROAD COMPANY.

DISTANCE TARIFF No. 326.

(Cancels Tariff No. 118.)

Issued March 1st, 1900.

Effective March 1st, 1900.

Applying on Traffic

IN THE STATE OF MISSISSIPPI,

As approved and adopted by the R. R. Commission of Mississippi.

To be used only between Stations in Mississippi, that is, between State Line and Corinth, and intermediate points.

Rates named herein will not apply on inter-state traffic, that is, on freight shipped from or destined to points outside the State of Mississippi.

AGENTS WILL POST THIS TARIFF AS REQUIRED BY LAW.

Governed by Mobile and Ohio Railroad Classification No. 110,
or Subsequent Issues.

(Re-issue of Southern Classification No. 25.)

With Exceptions shown on page four of Tariff.

THE FOLLOWING EXCEPTIONS TO CLASSIFICATION MUST
BE USED IN CONNECTION WITH RATES NAMED IN
THIS TARIFF.

ARTICLES	Class
Agricultural implements and machinery, when forwarded for repairs, will be returned over same roads at owner's risk, released, at one-half tariff rates, when accompanied by freight bill showing the forwarding and full tariff rate paid, provided said shipments are returned within 60 days from date of forwarding for repairs, otherwise full tariff rates will be charged. Said freight bill must be attached to way bill.	
Bark, tan, C. L., minimum weight 24,000 pounds.	L
Barrels, empty, L. C. L., viz: Cider, oil, molasses, vinegar and whiskey.	4
Barrel material. See box material.	
Bones and bone dust, C. L., minimum weight 24,000 pounds	K
Same, packed, L. C. L., 25 per cent. higher than C. L.	
Boxes (except cracker), returned empty.	3
Boxes, N. O. S. in the Classification, returned empty.	3
Boxes, empty, N. O. S. in the Classification, C. L., minimum weight 10,000 pounds.	6
Box and barrel material, C. L., minimum weight 24,000 pounds.	L
Same, L. C. L., 5 cents per cwt. higher than C. L.	
Building material, consisting of lumber, lime, cement, plaster, sand, brick, laths and shingles, in mixed car loads, minimum weight 24,000 pounds, will be charged for at the highest car load rate on either or any article named. Shipments to be loaded and unloaded by the owners.	
Brick, common and fire, C. L., minimum weight 24,000 pounds.	L
Brick, L. C. L., 175 per cent. of C. L.	
Cans, empty, except parts of cotton mill machinery, in bulk, C. L., minimum weight 12,000 pounds.	4
Cement, in barrels, C. L., minimum weight 24,000 pounds	L
Cement, in barrels, L. C. L., 175 per cent. of car load rate.	
Charcoal, C. L., minimum weight 24,000 pounds.	R
Clay, common and fire, C. L., minimum weight 24,000 pounds.	K
Coal and coke, C. L., minimum weight 24,000 pounds.	R
Corn, in shucks, C. L., minimum weight 24,000 pounds, 20 per cent. less than Class.	D
Cotton seed meal, C. L., minimum weight 24,000 pounds.	Special
Cotton seed meats (decorticated or hulled cotton seed), 40 per cent. higher than cotton seed.	
Cotton seed meal, when accompanied by certificate of shipper or consignee that same will be used exclusively for fertilizing purposes. Fertilizer rate.	
Crates, egg, returned empty.	3
Drain tile, C. L., minimum weight 24,000 pounds.	L
Fertilizers, C. L., minimum weight 24,000 pounds.	K
Fertilizers, L. C. L., 20 per cent. higher than C. L., minimum rate 5 cents per cwt.	

PER ONE HUNDRED POUNDS		Brick, C. L., Min. weight 24,000 lbs.	Cotton Seed for Planting, L. C. L.	FOR DISTANCES OF
CATTLE L. C. L.				
To be fed by owner at his expense and to be released as per contract valuation limited to not exceeding \$100 for each animal.				
CRATED—Actual weight, between points on M. & O. R. R.	CRATED—Actual weight, when moving over two or more lines in Mississippi (each line)			
1 NOT CRATED—Estimated weight, (see note A) between points on M. & O. R. R. and when moving over two or more lines in Mississippi, (each line)				
11	8	2 1/2	5	5 miles and under..
13	9	3 1/2	5	10 miles and over..
16	12	3 1/2	6	15
18	14	3 1/2	7	20
20	16	3 1/2	7	25
21	17	4	8	30
23	18	4	9	35
26	19	4 1/2	9	40
27	20	4 1/2	9	45
28	21	4 1/2	9	50
28	22	4 1/2	9	55
29	22	5	10	60
29	22	5	10	65
31	23	5	10	70
31	23	5	10	75
32	24	5	11	80
32	24	5	11	85
33	25	5	11	90
33	25	5	11	95
34	26	5	12	100
34	26	5	12	105
35	26	5	12	110
35	26	5	12	115
36	27	5 1/2	12	120
36	27	5 1/2	12	125
37	28	5 1/2	12	130
37	28	5 1/2	12	135
38	29	5 1/2	12	140
38	29	5 1/2	13	145
39	30	6	13	150
39	30	6	13	155
40	31	6	13	160
40	31	6	13	165
41	31	6	13	170
41	31	6	14	175
42	32	6	14	180
42	32	6	14	185
43	32	6	14	190
43	32	6	14	195
43	33	6	15	200
44	33	6	15	205
44	33	6	15	210
44	33	6	15	215
44	33	6	15	220
45	34	6	15	225
45	34	6	15	230
45	34	6	15	235
45	34	6	15	240
45	34	6	15	245
45	34	6	15	250
46	34	6	15	255
46	34	6	15	260
46	34	6	15	265

At 1,600 lbs. Each additional C. w. 800 lbs. Cow and Calf together, 1,800 lbs. Cattle not at kinds of Live Stock when separated by gates, bars, or partitions, or may also have the by reason of stock being so loaded.

ARTICLES	Class
Grain, hay and mill stuff, mixed, C. L., minimum weight 24,000 pounds	D
Granite. See marble.	
Gravel, C. L., minimum weight 24,000 pounds	M
Hay, grain and mill stuff, mixed, C. L., minimum weight 24,000 pounds	D
Heading. See staves.	
Hoofs and horns, C. L., minimum weight 24,000 pounds ..	L
Hoop poles, C. L., minimum weight 24,000 pounds	L
Same, L. C. L., 25 per cent. higher than C. L.	
Ice, in sacks, L. C. L., released and prepaid, or guaranteed	6
Ice, C. L., minimum weight 24,000 pounds	L
Iron—Bridge, pig, railroad, spikes, chairs, frogs and track fastenings, C. L., minimum weight 24,000 pounds....	L
Iron—Scrap, C. L., minimum weight 24,000 pounds	L
Same, L. C. L., 25 per cent. higher than C. L.	
Laths, C. L., minimum weight 24,000 pounds	L
Laths, in bundles, L. C. L., O. R., 20 per cent. higher than C. L.	
Lime, in casks or barrels, C. L., minimum weight 24,000 pounds	R
Lime, in casks or barrels, L. C. L., 175 per cent. of car load rate.	
Live stock, C. L., except race horses, not to exceed 20,000 pounds, to be fed by owner at his expense, and to be released as per contract, to be executed by shipper and authorized agent of the company	S
Race horses, C. L., released by contract, valuation limited not to exceed \$150 for each animal, double the rate on horses in car loads, not exceeding three attendants, at their own risk, to accompany each car; additional attendants at their own risk in same car, to be charged for by purchasing ticket at passenger tariff rates.	
Live stock, except sheep, in double deck cars. <i>Not taken.</i>	
Sheep or hogs, C. L., single deck, 20 per cent. less than live stock rate, C. L.	
Sheep, in double decked or tiered cars, 50 per cent. higher than sheep in single decked cars. Cars must be double decked at expense and risk of owner, and without injury to the car. Bills of lading must be stamped "owner's risk of loss or damage, account of double decking."	
Live stock, except race horses, L. C. L., to be fed by owner at his expense, and to be released as per contract; weights estimated as follows, until the amount charged shall equal the car load rates:	
Live stock—Estimated Weights—	
One horse or mule, 2,000 pounds	3
Two horses or mules, 3,500 pounds	3
Each additional horse or mule, 1,000 pounds	3
Cattle, L. C. L., same estimated weights as on horses and mules, 20 per cent. less than	3
Mare and colt together, 2,500 pounds	3
Cow and calf together, 1,800 pounds	3

ARTICLES	Class
Yearling cattle, actual weight, but not less than 1,000 pounds each.....	3
Stallions, jacks and bulls, 2,500 pounds each.....	3
Yearling stallion or bull calf, valuation limited to \$25, 1,600 pounds each.....	3
Calves and sheep, boxed, actual weight, but not less than 175 pounds each.....	1
Colts, under one year old, 500 pounds each.....	1
Lambs and pigs, boxed, actual weight, but not less than 75 pounds, each.....	1
Hogs, for market, boxed, 350 pounds each.....	2
Stock hogs, boxed, 125 pounds each.....	1
Live stock, not released, double the foregoing rates.	
Race horses, L. C. L., released by contract, valuation limited, not exceeding \$150 for each animal, double the rate on horses. No passes issued to attendants.	
Classification.—Live stock, L. C. L., named above, will apply only on business between points on the M. & O. R. R., and will not apply in connection with through rates to and from points on other roads.	
<p>RULES AND REGULATIONS REGARDING ATTENDANTS WITH LIVE STOCK, EXCEPT RACE HORSES.</p> <p>One, two or three cars of stock will entitle the owner or drover to pass free on the train with the animals, to take care of them.</p> <p>Four to six cars inclusive, belonging to one owner, two men in charge, which is the maximum number that will be passed for one owner.</p> <p>All persons thus passed are at their own risk of personal injury, from any cause whatever, and the company will not be responsible for any loss of their personal effects.</p> <p>Attendants will not be passed free, unless they accompany the stock on the same train.</p>	
Logs, C. L., minimum weight 24,000 pounds.....	M
Lumber, C. L., minimum weight 24,000 pounds.....	L
Same, L. C. L., 25 per cent. higher than C. L.	
Machinery, returned for repairs. See agricultural implements.	
Marble, granite and stone, rough, C. L., released. minimum weight 24,000 pounds.....	L
Marble, granite and stone, dressed, except grave stones and monuments, C. L., released, minimum weight 24,000 pounds.....	D
Melons, prepaid, or freight guaranteed, C. L., minimum weight 24,000 pounds.....	½ of 5
Same, packed, released, prepaid, or freight guaranteed, L. C. L.....	6
Merry-Go-Rounds, or Flying Dutchmen, minimum weight 20,000 pounds.....	6

ARTICLES	Class
Mill stuff, hay and grain, mixed, C. L., minimum weight 24,000 pounds.....	D
Oil, coal, or its products, in cans, boxed, C. L., released..	6
Ores, copper and iron, C. L., minimum weight 24,000 pounds.....	L
Pipe, sewer, C. L., minimum weight 24,000 pounds.....	L
Plow handles, unfinished and rough, C. L., minimum weight 24,000 pounds, 20 per cent. higher than.....	L
Poultry, live, C. L., released, same as horses and mules, C. L.	
Powder. See Note 5.	
Roofing slate, C. L., minimum weight 24,000 pounds.....	L
Roofing felt, C. L., minimum weight 24,000 pounds.....	L
Salt, in sacks or barrels, C. L., minimum weight 20,000 pounds.....	R
Salt, except table, in barrels or sacks, L. C. L., 5 cents per 100 pounds higher than C. L.	
Sand, C. L., minimum weight 24,000 pounds.....	M
Sawdust, C. L., minimum weight 24,000 pounds.....	M
Saw Mills, C. L., minimum weight 24,000 pounds.....	½ of 5
Shingles, C. L., minimum weight 24,000 pounds.....	L
Same, L. C. L., 25 per cent. higher than C. L.	
Shooks, C. L., minimum weight 24,000 pounds.....	L
Spokes, C. L., minimum weight 24,000 pounds.....	L
Staves and heading, C. L., minimum weight 24,000 pounds	L
Still, copper, C. L., minimum weight 20,000 pounds.....	6
Stone. See marble.	
Sulphur, for manufacture of fertilizers, C. L., minimum weight 24,000 pounds.....	K
Tar (other than coal), C. L., minimum weight 24,000 pounds.....	L
Tar, coal, minimum weight 24,000 pounds.....	L
Timber, hewn, C. L., minimum weight 24,000 pounds.....	L
Tombstones and bases must be prepaid.	
Turpentine, crude or spirits, L. C. L.....	4
Vehicle material—Wood, hubs, spokes, shafts, bows, fel-loes, singletrees, etc., unfinished, C. L., minimum weight 24,000 pounds.....	L
Woodenware, C. L., minimum weight 20,000 pounds.....	5
Wood, in shape for building purposes, such as mouldings, brackets, banisters, etc., L. C. L. (Applies only on business between local stations).....	6
Wood, in the rough, stave bolts, axe handle and whip stock material, C. L., minimum weight 24,000 pounds.	R
Wood, fire, C. L., minimum weight 24,000 pounds.....	M

NOTE 1.—MINIMUM CAR LOAD WEIGHT.—Minimum car load weights named in Note 24, of Classification 110, or subsequent issues, providing minimum weights on cars 36 to 58 feet in length, will not apply on business between M. & O. R. R. Stations.

NOTE 2.—MINIMUM CHARGE.—On small shipments, M. & O. charges will be assessed on actual weight at the class rate, with a minimum of 25 cents for a single shipment.

NOTE 3.—Shipments of butter and cheese in less than car load lots, will not be transported in refrigerator cars.

NOTE 4.—All car load freight shall be subject to a minimum charge for trackage and rental of \$2 per car for each twenty-four hours detention, or fractional part thereof, after the expiration of forty-eight hours from its arrival at destination, Sundays and legal holidays excepted. The above does not govern where Car Service Association Rules are in force.

NOTE 5.—POWDER.—No single shipment will be taken for less than 50 cents, and not to be considered part of shipment of other articles.

TABLE OF DISTANCES.

DISTANCES BETWEEN	Corinth, Miss.	Tupelo, Miss.	Aberdeen, Miss.	West Point, Miss.	Columbus, Miss.	Starkville, Miss.	Meridian, Miss.
Corinth	Miss.	50	97	96	124	121	194
*Alcorn	" 6	44	90	90	118	115	188
Rienzi	" 12	88	84	84	112	109	182
Booneville	" 20	29	76	76	103	100	174
Wheelers	" 26	23	70	70	97	94	168
Baldwyn	" 31	18	65	65	92	89	162
Guntown	" 37	18	60	60	87	84	157
Saltillo	" 41	8	55	55	82	79	158
Tupelo	" 50	.....	47	47	74	71	144
Verona	" 54	5	42	42	70	67	140
Shannon	" 60	10	37	37	64	61	134
Okolona	" 67	18	29	29	56	53	127
Egypt	" 75	25	22	21	49	46	119
Gibson	" 79	30	17	17	44	41	115
Prairie	" 83	34	13	18	41	38	111
Aberdeen	" 97	47	.....	18	45	42	115
Howards	" 93	43	4	14	41	38	111
*Sykes	" 90	41	6	12	39	36	109
*Terrells	" 89	40	7	11	38	35	108
*Rodgers	" 88	39	8	10	37	34	107
Muldon	" 88	38	9	9	36	33	106
West Point	" 96	47	18	.....	27	24	98
Tibbee	" 102	52	28	6	22	19	92
Mayhew	" 105	55	26	8	19	16	89
Starkville	" 121	71	42	24	25	.....	95
*A. and M. College	" 119	70	41	23	24	1	94
Sesums	" 114	64	35	18	18	7	89
McCrary	" 138	88	54	36	9	34	107
Columbus	" 124	74	45	27	.....	25	98
*McIntyre	" 119	69	40	22	5	20	98
Bentoak	" 116	66	37	19	8	17	90
Billups	" 113	63	34	16	11	14	87
Artesia	" 110	60	31	13	14	11	84
Penn	" 114	64	36	18	18	15	80
Crawford	" 118	68	39	21	22	19	76
Brooksville	" 123	73	44	26	27	24	71
Macon	" 181	81	58	35	35	32	68
Shuquak	" 141	91	62	44	45	42	53
Wahalak	" 146	97	68	50	51	48	48
Scooba	" 158	108	74	56	57	54	41

TABLE OF DISTANCES.—(Continued.)

DISTANCES BETWEEN	Corinth, Miss.	Tupelo, Miss.	Aberdeen, Miss.	West Point, Miss.	Columbus, Miss.	Starkville, Miss.	Meridian, Miss.
Sucarnochee .....Miss	160	110	81	64	64	61	34
Porterville.....“	163	113	84	67	67	64	31
Narkeeta“	165	116	87	69	70	67	29
Enondale.....“	167	117	88	70	71	68	27
*Tamola.....“	170	121	92	74	75	72	24
Lauderdale“	176	126	97	79	80	77	18
Lockhart“	182	132	104	86	86	83	12
*Topton“	184	135	106	88	89	86	10
Marion“	189	139	110	92	93	90	5
Meridian“	194	144	115	98	98	95	.....
*Okatibbee“	199	149	120	103	108	100	5
*Basic City“	205	155	126	109	109	106	11
*Meyerhoff Springs“	206	156	127	110	110	107	12
Enterprise.....“	209	159	130	112	113	110	15
Stonewall“	212	163	134	116	117	114	18
Quitman.....“	220	170	141	123	124	121	26
*Archusa Springs“	221	171	142	124	125	122	27
DeSoto“	224	175	146	128	129	126	31
Shubuta“	232	183	154	136	137	134	39
*Bishops.....“	239	189	160	143	143	140	45
Boice“	241	191	162	144	145	142	47
*Woodwards.....“	245	195	166	148	149	146	51
Waynesboro“	246	197	168	150	151	148	53
Winchester“	251	202	173	155	156	153	58
Chicora.....“	253	204	175	157	158	155	60
Buckatunna.....“	258	208	180	162	162	159	64
*Smiths“	261	211	182	165	165	162	67
*Magnolia Springs..“	262	212	183	166	166	163	68
*Hoods“	264	214	185	167	168	165	70
State Line.....“	266	217	188	170	171	168	72

*Prepay Stations.

MOBILE & OHIO RAILROAD COMPANY.

GENERAL FREIGHT DEPARTMENT.

Supplement No. 15.

(Cancels Supplement No. 14)

To

Freight Tariff No. 326, Applying on

CLASSES AND COMMODITIES Between

Mobile and Ohio Railroad Stations in the State of Mississippi.

Issued Aug. 15th, 1901.

Effective at once.

For Distances of	IN CENTS PER 100 POUNDS.					Per Bbl.
	CLASSES.					
	5	6	B	C	F	
5 miles and under	9	8	11	11	18	
10 miles and over	5 11	9	13	12	18	
15 miles and over	10 14	12	14	14	20	
20 miles and over	15 16	14	15	16	22	
25 miles and over	20 18	16	15	17	23	
30 miles and over	25 19	17	16	18	24	
35 miles and over	30 20	18	17	19	25	
40 miles and over	35 21	19	17	20	26	
45 miles and over	40 22	20	18	21	27	
50 miles and over	45 23	21	19	22	28	
55 miles and over	50 24	22	21	23	32	
60 miles and over	55 25	23	23	24	36	
65 miles and over	60 26	24	25	24	40	
70 miles and over	65 27	25	27	24	44	
75 miles and over	70 28	25	29	25	47	

Supplements Nos. 12 and 15 include all changes.

MOBILE & OHIO RAILROAD COMPANY.

GENERAL FREIGHT DEPARTMENT.

SUPPLEMENT No. 12.

(Cancels Previous Supplements)

TO FREIGHT TARIFF No. 826

Applying on

CLASSES AND COMMODITIES

Between

. Mobile & Ohio Railroad Stations in the State of Mississippi.

Issued June 19th, 1901.

Effective at once.

IN CENTS PER ONE HUNDRED POUNDS.				
LUMBER.			BRICK.	
C. L. Minimum 24,000 lbs.	L. C. L.	C L. Minimum 40,000 lbs:	L. C. L.	
10 miles and under.....	3	4½	2	3
15 miles and over 10	3	4½	2½	3½
20 miles and over 15	3½	5½	2½	3½
30 miles and over 20	3½	5½	3	4½
40 miles and over 30	4	6	3	4½
50 miles and over 45	4½	6½	3	4½
60 miles and over 50	4½	6½	4	6
75 miles and over 60	5	7½	4	6
95 miles and over 75	5½	8½	4	6
125 miles and over 95	6	9	4½	6½
140 miles and over 125	7	10½	4½	6½
150 miles and over 140	7	10½	5	7½
175 miles and over 150	7½	11½	5	7½
200 miles and over 170	8	12	6	9
250 miles and over 200	8½	12½	6½	9½
275 miles and over 250	9	13½	7	10½
300 miles and over 275	10	15	7½	11½

MOBILE & OHIO RAILROAD COMPANY.

GENERAL FREIGHT DEPARTMENT.

SUPPLEMENT No. 12

To Freight Tariff No. 326.

IN CENTS PER ONE HUNDRED POUNDS.		
	Fertilizer Carloads	Cotton Seed, C. L. Min. weight 24,000 Pounds.
5 miles and under	8	...
10 miles and over 5	8½	...
70 miles and over 10	8½	...
80 miles and over 70	4	...
90 miles and over 80	4½	...
100 miles and over 90	5	...
110 miles and over 100	5½	...
120 miles and over 110	6	...
130 miles and over 120	6½	...
140 miles and over 130	7	...
150 miles and over 140	7½	...
250 miles and over 150	8	...
270 miles and over 250	8	12
280 miles and over 270	8	...

The above Tariff and Supplement is governed by M. & O. Classification No. 116, or subsequent issues with exceptions as shown in Tariff.

EXCEPTIONS TO CLASSIFICATION

Cancel Live Stock L. C. L. reading as follows ;

Live Stock, L. C. L. named above will apply only on business between points on the M. & O. R. R., and will not apply in connection with through rates to and from points on other roads.

ADD :

Bacon and Hams in Sacks....."Class B."

MOBILE & OHIO RAILROAD COMPANY.

GENERAL FREIGHT DEPARTMENT.

TO

FREIGHT TARIFF NO. 365

THROUGH RATES.

ON COTTON SEED C. L., 24,000 POUNDS MINIMUM

Between Stations on the Mobile & Ohio R. R. in Mississippi, and
STATIONS ON ALABAMA GREAT SOUTHERN, ALABAMA
AND VICKSBURG, ILLINOIS CENTRAL, KANSAS
CITY. MEMPHIS AND BIRMINGHAM, NEW OR-
LEANS AND NORTHEASTERN AND SOUTH-
ERN RAILWAYS IN MISSISSIPPI.

Issued Oct. 15th, 1900.

Effective at once.

ENTIRELY WITHIN THE STATE OF MISSISSIPPI.

(Will not apply on interstate traffic.)

For Distance of	Rate.
300 Miles and over 200	15 Cents per 100 Pounds.

MOBILE & OHIO RAILROAD COMPANY.

GENERAL FREIGHT DEPARTMENT.

Freight Tariff No. 865.

Through Rates on

COTTON SEED C. L. 24,000 POUNDS MINIMUM

Between Stations on the Mobile and Ohio R. R. in Mississippi.

AND

Issued Sept. 29th, 1900.

Effective Oct. 1st, 1900.

Stations on Alabama Great Southern, Alabama and Vicksburg,
 Illinois Central, Kansas City, Memphis and Birmingham,
 New Orleans and Northeastern and Southern
 Railways in Mississippi.

ENTIRELY WITHIN THE STATE OF MISSISSIPPI.

(Will not apply on interstate traffic.)

For Distances of		Rates.
5 miles and under	.....	5 cents per 100 pounds
10 miles and over	5.....	5 cents per 100 pounds
15 miles and over	10.....	6½ cents per 100 pounds
20 miles and over	15.....	6½ cents per 100 pounds
25 miles and over	20.....	6½ cents per 100 pounds
30 miles and over	25.....	7½ cents per 100 pounds
35 miles and over	30.....	7½ cents per 100 pounds
40 miles and over	35.....	7½ cents per 100 pounds
45 miles and over	40.....	8½ cents per 100 pounds
50 miles and over	45.....	8½ cents per 100 pounds
55 miles and over	50.....	10 cents per 100 pounds
60 miles and over	55.....	10 cents per 100 pounds
65 miles and over	60.....	10 cents per 100 pounds
70 miles and over	65.....	10 cents per 100 pounds
75 miles and over	70.....	10 cents per 100 pounds
80 miles and over	75.....	10 cents per 100 pounds
85 miles and over	80.....	10 cents per 100 pounds
90 miles and over	85.....	10 cents per 100 pounds
95 miles and over	90.....	10 cents per 100 pounds
100 miles and over	95.....	10 cents per 100 pounds
105 miles and over	100.....	11½ cents per 100 pounds
110 miles and over	105.....	11½ cents per 100 pounds
115 miles and over	110.....	11½ cents per 100 pounds
120 miles and over	115.....	11½ cents per 100 pounds
125 miles and over	120.....	11½ cents per 100 pounds
130 miles and over	125.....	11½ cents per 100 pounds
135 miles and over	130.....	11½ cents per 100 pounds
140 miles and over	135.....	11½ cents per 100 pounds
145 miles and over	140.....	12½ cents per 100 pounds
150 miles and over	145.....	12½ cents per 100 pounds
200 miles and over	150.....	13½ cents per 100 pounds
300 miles and over	300.....	15 cents per 100 pounds

MOBILE & OHIO RAILROAD COMPANY.

GENERAL FREIGHT DEPARTMENT.

FREIGHT TARIFF NO. 865.

Above figures are through rates to be used between points on the Mobile and Ohio in Mississippi and points on connecting lines in Mississippi.

To obtain Through Mileage to Points on	Add Connecting Lines distance from junction to M. & O. mileage to
Alabama Great Southern	Meridian.
Alabama and Vicksburg	Meridian.
Illinois Central	West Point.
Kansas City, Memphis & Bir- mingham.	Tupelo or Aberdeen, whichever makes lower distance.
New Orleans and Northeastern.	Meridian
Southern Railway.	Columbus, Corinth, West Point or Meridian whichever makes lower distance.

Above rates will not apply between points on the M. & O. R. R.

SOUTHERN RAILWAY COMPANY

(In Mississippi.)

FREIGHT TARIFF

Publishing Rates on Classes and Commodities Governed by Southern
Classification No. 25, with exceptions noted herein.

MISSISSIPPI LOCAL TARIFF No. 6.

Applicable to Traffic between Southern Railway Stations
(In Mississippi.)

Issued September 24, 1901.

Effective September 24, 1901.

SOUTHERN R'Y CO.—MISSISSIPPI LOCAL TARIFF No. 6.

Table of Distances.

STATIONS.	Columbus..... Miss	West Point... Miss	Winona..... Miss	Greenwood... Miss	Itta Bena..... Miss	Moorhead..... Miss	Elizabeth Miss	Stoneville.. .. Miss	Greenville... Miss	Webbs..... Miss	†Percy..... Miss
BETWEEN STEENS AND GREENVILLE.											
*Steens..... Miss.	9	27	94	122	180	142	165	168	177	164	191
Columbus..... "	...	18	85	113	121	133	156	159	168	155	182
*Waverly..... "	8	10	77	105	113	125	148	151	160	147	174
West Point..... "	18	...	67	95	103	115	138	141	150	137	164
Mhoons Valley..... "	24	6	61	89	97	109	132	135	144	131	158
Cedar Bluff..... "	29	11	56	84	92	104	127	130	139	126	153
*Stave Machine Co... "	32	14	53	81	89	101	124	127	136	123	150
Pheba..... "	36	18	49	77	85	97	120	123	132	119	146
Maben..... "	44	26	41	69	77	89	112	115	124	111	138
Mathiston..... "	47	29	38	66	74	86	109	112	121	108	135
Sapa..... "	51	33	34	62	70	82	105	108	117	104	131
Eupora..... "	55	37	30	58	66	78	101	104	113	100	127
Grady..... "	58	40	27	55	63	75	98	101	110	97	124
Tomnolen..... "	62	44	23	51	59	71	94	97	106	93	120
Stewart..... "	67	49	18	46	54	66	89	92	101	88	115
Kilmichael..... "	75	57	10	38	46	58	81	84	93	80	107
*Elliott..... "	82	64	3	31	39	51	74	77	86	73	100
Winona..... "	85	67	...	28	36	48	71	74	83	70	97
McAnerney..... "	92	74	7	21	29	41	64	67	76	63	90
Carrollton..... "	97	79	12	16	24	36	59	62	71	58	85
*Sand Beach..... "	101	83	16	12	20	32	55	58	67	54	81
*Malmaison..... "	103	85	18	10	18	30	53	56	65	52	79
*Valley Hill..... "	106	88	21	7	15	27	50	53	62	49	76
*Brownings..... "	109	91	24	4	12	24	47	50	59	46	73
Greenwood..... "	113	95	28	...	8	20	43	46	55	42	69
*Fort Loring..... "	117	99	32	4	4	16	39	42	51	38	65
*Runnymede..... "	120	102	35	7	1	13	36	39	48	35	62
Itta Bena..... "	121	103	36	8	...	12	35	38	47	34	61
*Berclair..... "	124	106	39	12	3	9	32	35	44	37	58
*Purnell..... "	129	111	44	16	8	4	27	30	39	42	53
Moorhead..... "	133	115	48	20	12	...	23	26	35	46	49
Baird..... "	138	120	53	25	17	5	18	21	30	51	44
*Pollocks..... "	139	121	54	26	18	6	17	20	29	52	43
Indianola..... "	142	124	57	29	21	9	14	17	26	55	40
Heathman..... "	147	129	62	34	26	14	9	12	21	60	35

MISSISSIPPI LOCAL TARIFF No 6—CONTINUED.

Table of Distances—Continued.

STATIONS	Columbus.....Miss	West Point.....Miss	Winona.....Miss	Greenwood.....Miss	Itta Bena.....Miss	Moorhead.....Miss	Elizabeth.....Miss	Stoneville.....Miss	Greenville.....Miss	Webbs.....Miss	†Percy.....Miss
BETWEEN STEENS AND GREENVILLE—Cont'd.											
*Holly Ridge.....Miss.	149	131	64	36	28	16	7	10	19	62	33
*Cato.....	150	132	65	37	29	17	6	9	18	63	32
Dunleith.....	153	135	68	40	32	20	4	6	15	66	29
*Bogue.....	154	136	69	41	33	21	2	5	14	67	28
Elizabeth.....	156	138	71	43	35	23	...	2	12	69	25
Stoneville.....	159	141	74	46	38	26	2	...	9	72	23
*Buckner.....	160	142	75	47	39	27	3	2	7	73	24
*Fish Lake.....	162	144	77	49	41	29	5	3	5	75	26
Greenville.....	168	150	83	55	47	35	12	9	...	81	32
WEBB BRANCH.											
*Marye.....Miss.	123	105	38	10	2	14	37	39	49	32	63
*Lake Henry.....	125	107	40	12	4	16	39	41	51	30	65
*Rixwood.....	129	111	44	16	8	20	43	45	55	26	69
*Rixes.....	130	112	45	17	9	21	44	46	56	25	70
Maryland.....	132	114	47	19	11	23	46	48	58	23	72
*Hilandale.....	134	116	49	21	13	25	48	50	60	21	74
*Avants.....	138	120	53	25	17	29	52	54	64	17	78
Minter City.....	140	122	55	27	19	31	54	56	66	15	80
*Pleasants.....	141	123	56	28	20	32	55	57	67	14	81
*Black Bayou.....	145	127	60	32	24	36	59	61	71	16	85
*Glendora.....	146	128	61	33	25	37	60	62	72	9	86
*Sturdivants.....	146	128	61	33	25	37	60	62	72	9	86
*Albin.....	153	135	67	39	31	44	66	68	78	3	92
Webbs.....	155	137	70	42	34	46	69	72	81	...	95
PERCY BRANCH.											
*California†.....Miss.	160	142	75	47	39	27	3	1	10	73	22
*Leesburg.....	163	145	78	50	42	30	6	4	13	76	19
Dichley†.....	164	146	78	51	43	31	7	5	14	77	18
*Burdett†.....	164	146	79	51	43	31	7	5	14	77	18
*Canadys†.....	166	148	80	53	45	33	9	7	16	79	16

MISSISSIPPI LOCAL TARIFF No. 6—CONTINUED.

Table of Distances—Continued.

STATIONS.	Columbus....Miss	West Point...Miss	Winona.....Miss	Greenwood...Miss	Itta Bena.....Miss	Moorhead.....Miss	Elizabeth.....Miss	Stoneville.....Miss	Greenville...Miss	Webbs.....Miss	†Percy.....Miss
BETWEEN STEENS AND GREENVILLE—Cont'd.											
*Livingston†..... Miss.	167	149	82	54	46	34	10	8	17	80	15
*Wilmot†..... "	169	151	84	56	48	36	12	10	19	82	13
*Johnston†..... "	169	151	84	56	48	36	12	10	19	82	13
Arcola†..... "	170	152	85	57	49	37	13	11	20	83	12
*Cook†..... "	173	155	87	60	52	40	16	14	23	86	9
*Estelle..... "	174	156	88	61	53	41	17	15	24	87	8
Warsaw..... "	176	158	90	63	55	43	19	17	26	89	6
Hollandale†..... "	178	160	92	65	57	45	21	19	28	91	4
*Overby†..... "	179	161	94	66	58	46	22	20	29	92	3
Percy†..... "	182	164	97	69	61	49	25	23	32	95	...

*No Agent. Freight to these points must be prepaid.

†See Note 2 below Table of Rates on page 3.

MINIMUM CHARGE ON SINGLE SHIPMENTS.

The minimum charge on a single shipment of one class from one consignor to one consignee, shall be computed at the actual weight, at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles of different classes, and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes the charge shall be computed at the actual weight of the package, and at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

80 miles and over 75 miles.....	56 45 37 31 26 23 18 24 24 15 20 37 31 30	80	6 1	8	27	00 19	00 13	00	11
85 miles and over 80 miles.....	58 46 38 32 27 24 18 25 25 15 27 38 33 32	90	6 1	8	28	00 19	00 14	00	11
90 miles and over 85 miles.....	58 46 38 32 27 24 18 27 25 15 27 38 33 32	90	6 1	8	28	00 19	00 14	00	11
95 miles and over 90 miles.....	60 48 39 33 28 25 18 28 25 15 28 39 35 36	1 00	7	9 1	29	00 20	00 14	00	11
100 miles and over 95 miles.....	60 48 39 33 28 25 18 29 25 15 28 39 35 36	1 00	7 1	9 1	29	00 20	00 14	00	12
105 miles and over 100 miles.....	62 50 41 34 29 26 18 30 26 15 29 41 36 37	1 10	7 1	10	30	00 20	00 15	00	12
110 miles and over 105 miles.....	62 50 41 34 29 26 18 30 26 15 29 41 36 37	1 10	7 1	10	30	00 20	00 15	00	12
115 miles and over 110 miles.....	64 51 42 35 30 26 18 31 27 15 30 42 36 38	1 20	7 1	10 1	31	00 20	00 15	00	12
120 miles and over 115 miles.....	64 51 42 35 30 26 18 31 27 15 30 42 36 38	1 20	7 1	10 1	31	00 20	00 15	00	12
125 miles and over 120 miles.....	66 53 43 36 31 27 18 32 27 15 31 43 37 38	1 30	8	10 1	32	00 21	00 16	00	12
130 miles and over 125 miles.....	66 53 43 36 31 27 18 32 27 15 31 43 37 38	1 30	8	10 1	32	00 21	00 16	00	12
135 miles and over 130 miles.....	68 54 44 37 32 28 18 33 28 15 32 44 38 39	1 40	8 1	11	33	00 22	00 16	00	13
140 miles and over 135 miles.....	68 54 44 37 32 28 18 33 28 15 32 44 38 39	1 40	8 1	11	33	00 22	00 16	00	13
145 miles and over 140 miles.....	70 56 46 38 33 29 18 34 29 15 33 46 39 39	1 50	8 1	11 1	34	00 22	00 17	00	13
150 miles and over 145 miles.....	70 56 46 38 33 29 18 34 29 15 33 46 39 39	1 50	8 1	11 1	34	00 22	00 17	00	13
155 miles and over 150 miles.....	72 58 48 39 34 30 23 34 29 15 34 48 39 40	1 60	8 1	12	35	00 24	00 17	00	14
160 miles and over 155 miles.....	72 58 48 39 34 30 23 34 29 15 34 48 39 40	1 60	8 1	12	35	00 24	00 17	00	14
165 miles and over 160 miles.....	74 59 49 40 35 31 22 35 30 15 35 49 40 40	1 70	9	12 1	36	00 24	00 18	00	14
170 miles and over 165 miles.....	74 59 49 40 35 31 22 35 30 15 35 49 40 40	1 70	9	12 1	36	00 24	00 18	00	14
175 miles and over 170 miles.....	75 60 50 41 35 31 22 35 31 15 35 50 41 40	1 80	9 1	13	36	00 26	00 18	00	14
180 miles and over 175 miles.....	75 60 50 41 35 31 22 35 31 15 35 50 41 40	1 80	9 1	13	36	00 26	00 18	00	15
185 miles and over 180 miles.....	76 61 50 42 36 32 24 37 31 16 36 50 42 40	1 90	9 1	13	37	00 26	00 19	00	15
190 miles and over 185 miles.....	76 61 50 42 36 32 24 37 31 16 36 50 42 40	1 90	9 1	13	37	00 26	00 19	00	15
195 miles and over 190 miles.....	77 62 51 43 36 32 24 39 32 16 36 51 43 40	2 00	10	14	37	00 28	00 19	00	15
200 miles and over 195 miles.....	77 62 51 43 36 32 24 39 32 16 36 51 43 40	2 00	10	14	37	00 28	00 19	00	15

TABLE OF RATES—CONTINUED.

DISTANCES.	Live Stock, viz: Cattle, Sheep and Hogs, (Horses and Mules excepted), in single deck cars, per car.	PER 100 POUNDS.		
		Logs (except Walnut and Cherry.) Handle Bolts, Heading Bolts, Hoop Poles, Hub Bolts, Shingle Bolts, Spoke Bolts and Stave Bolts, C. L., minimum 40,000 lbs.	Lumber, common, C. L., minimum 24,000 lbs.	Staves and Heading, C. L., minimum 30,000 lbs.
5 miles and under.....	8 00	1 1/2	8	3 1/2
10 miles and over 5 miles.....	8 00	1 1/2	8	3 1/2
15 miles and over 10 miles.....	12 00	1 1/2	8	4
20 miles and over 15 miles.....	13 00	1 1/2	3	4 1/2
25 miles and over 20 miles.....	14 00	1 1/2	3 1/2	5
30 miles and over 25 miles.....	15 00	2	3 1/2	5 1/2
35 miles and over 30 miles.....	16 00	2 1/2	4	6
40 miles and over 35 miles.....	17 00	2 1/2	4	6 1/2
45 miles and over 40 miles.....	17 00	2 1/2	4	7
50 miles and over 45 miles.....	18 00	3	4 1/2	7 1/2
55 miles and over 50 miles.....	19 00	3 1/2	4 1/2	8
60 miles and over 55 miles.....	20 00	3 1/2	4 1/2	8
65 miles and over 60 miles.....	21 00	3 1/2	5	8 1/2
70 miles and over 65 miles.....	22 00	3 1/2	5	8 1/2
75 miles and over 70 miles.....	23 00	4	5	9
80 miles and over 75 miles.....	24 00	4	5 1/2	9
85 miles and over 80 miles.....	24 00	4	5 1/2	9 1/2
90 miles and over 85 miles.....	24 00	4 1/2	5 1/2	9 1/2
95 miles and over 90 miles.....	24 00	4 1/2	5 1/2	10
100 miles and over 95 miles.....	25 00	4 1/2	6	10
105 miles and over 100 miles.....	25 00	4 1/2	6	10 1/2
110 miles and over 105 miles.....	25 00	4 1/2	6	10 1/2
115 miles and over 110 miles.....	25 00	4 1/2	6	11
120 miles and over 115 miles.....	25 00	4 1/2	6	11
125 miles and over 120 miles.....	26 00	5	6	11 1/2
130 miles and over 125 miles.....	26 00	5	7	11 1/2
135 miles and over 130 miles.....	26 00	5	7	12
140 miles and over 135 miles.....	26 00	5	7	12
145 miles and over 140 miles.....	27 00	5	7	12 1/2
150 miles and over 145 miles.....	27 00	5	7	12 1/2
155 miles and over 150 miles.....	27 00	5 1/2	7 1/2	13
160 miles and over 155 miles.....	27 00	5 1/2	7 1/2	13
165 miles and over 160 miles.....	27 00	5 1/2	7 1/2	13 1/2
170 miles and over 165 miles.....	27 00	5 1/2	7 1/2	13 1/2
175 miles and over 170 miles.....	27 00	5 1/2	7 1/2	14
180 miles and over 175 miles.....	29 00	5 1/2	8	14
185 miles and over 180 miles.....	29 00	5 1/2	8	14 1/2
190 miles and over 185 miles.....	29 00	5 1/2	8	14 1/2
195 miles and over 190 miles.....	29 00	6	8	15
200 miles and over 195 miles.....	29 00	6	8	15

NOTES.

1. This Tariff does not apply on traffic originating at or destined to points outside of the State of Mississippi. In such cases apply Local Tariff No. 1047, W. S. or subsequent issues.

2. To make rates between stations on Main Line east of Stoneville and stations on Percy Branch (narrow gauge), add two (2) cents per 100 lbs., for L. C. L., or \$2.00 per car for transfer at Stoneville.

3. Unless otherwise specified in the Classifications or Exceptions, the following maximum and minimum weights will be charged for on the articles enumerated in Classes L, M, N, O and P, when loaded in standard cars:

Classes L and M (rates per 100 lbs.), minimum weight to be charged for 24,000 lbs., excess of that weight at the same rate per 100 lbs.

Classes N and O, rates per carload of 24,000 lbs., excess of that weight to be charged for at proportionate rates per 100 lbs.

Class P, rates per carload of 40,000 lbs., excess of that weight to be charged for at proportionate rates per 100 lbs.

On carload shipments loaded in narrow-gauge cars, the minimum weight to be charged for, where rates are quoted in cents per 100 lbs., or the maximum weight to be allowed, where rates are quoted in dollars and cents per car will be 15,000 lbs. Excess of that weight to be charged for at proportionate rates per 100 lbs.

EXCEPTIONS TO SOUTHERN CLASSIFICATION.

Rates in this Tariff are governed by the Southern Classification No. 25 (Southern R'y Classification Issue No. 460, April 10, 1899, Supplement No. 2 and Advance Notice No. 8 to Supplement No. 3 to same) with the following exceptions: Refer first to the exceptions and if the article is not found there use class given in Southern Classification.

ARTICLES.	CLASS.	
	C. R.	O. R.
Ale and Beer packages, empty, returned, one-half car load rate on Beer.		
Bark, tan, C. L.		L
Brick, common, L. C. L., 50 per cent. higher than C. L. rates.		
Box and Barrel Material, C. L., 30,000 lbs. minimum, same as Staves.		
Building Material (see note at bottom of page).		
Cement, C. L.		O
Clay, C. L.		P
Charcoal, C. L.		L
Same L. C. L.		M
Coal and Coke, C. L., minimum weight, capacity of car.		L
Same, L. C. L.		M
Cotton, in bales.		J
Coal Tar, C. L.		O
Fertilizer, C. L., 24,000 pounds minimum		K
Same, L. C. L., 25 per cent. higher than car load rate.		
Fire Brick, C. L.		O
Same, L. C. L.		6
Grain, Hay and Feed, mixed, C. L., minimum 24,000 pounds.		D
Hoop Poles, C. L.		P
Household Goods, value limited to \$5.00 per 100 pounds, said valuation to apply only in case of loss, and so expressed in bill of lading or shipping receipt, C. L. of 20,000 pounds, excess in proportion	1	N
Household Goods, with Live Stock, one attendant to have free passage on same train as car, value limited to \$5.00 per 100 pounds, said valuation only to apply in case of loss, and so expressed in bill of lading or shipping receipt, C. L. of 24,000 pounds, excess in proportion	1	N
Ice, C. L.		M
Same, L. C. L.		6
Iron, Pig, C. L.		L
Same, L. C. L.		M
Iron, Scrap, C. L. (Special Iron Rate.)		
Same, packed, L. C. L. (Special Iron Rate.)		
Iron, Special. (See Special Iron List in Classification)		† of 6
Knitting Factory Products.		5

EXCEPTIONS TO SOUTHERN CLASSIFICATION—CONTINUED.

ARTICLES.	CLASS.	
	C. R.	O. R.
Laths, C. L.		L
Same, L. C. L.		6
Lime, Building, C. L.		O
Same, L. C. L.		6
Live Stock, car loads, subject to Live Stock contract, viz:		
Horses and Mules, value limited not to exceed \$100 for each animal.	1	N
Cattle. (See Table of Rates.)		
Sheep and Hogs:		
In single decked cars. (See Table of Rates.)		
When the car, or any part of same, is double decked, add 25 per cent. to rate on single deck cars.		
Live Stock, L. C. L., to be fed by owner at his expense, and to be released as per contract, to be taken at special contract rates, weight estimated as follows, until the amount charged shall equal car load rate; valuation limited not to exceed \$100 for each ani- mal, except as noted:		
One Horse or Mule, 2,000 pounds.	1	4
Two Horses or Mules, 3,500 pounds.	1	4
Each additional Horse or Mule, 1,000 pounds.	1	4
Cattle, L. C. L., 20 per cent. less than rate on Horses and Mules.		
Mare and Colt together, 2,500 pounds.	1	4
Cow and Calf together, 1,800 pounds.	1	4
Yearling Cattle, actual weight, but not less than 1,000 pounds each.	1	4
Stallions, Jacks and Bulls, 2,500 pounds each, valua- tion limited not to exceed \$125 for each animal.	1	4
Yearling Stallion or Bull Calf, valuation limited to \$25.00, 1,600 pounds.	1	4
Calves and Sheep, boxed, actual weight, but not less than 175 pounds each.		1
Colts, under one year old, 500 pounds each.		1
Lambs and Pigs, boxed, actual weight.		1
Hogs, for market, 350 pounds each, boxed.	1	2
Stock Hogs, 125 pounds each, boxed.		1
Live Stock, L. C. L., when destined to or originating at points on foreign lines within State of Missis- sippi. (See Note at bottom of page.)		6
Logs, L. C. L.		6
Lumber, Common, C. L. (See Special Rates.)		
Same, L. C. L., 50 per cent. higher than C. L. rates.		
Meat, in sacks.		B
Meat, Salt, loose, in lots not less than 1,000 pounds, each piece separately tagged.		B
Melons, prepaid, or freight guaranteed, C. L.	1	M
Melons, prepaid, L. C. L.	D 1	4

EXCEPTIONS TO SOUTHERN CLASSIFICATION—CONTINUED.

ARTICLES	CLASS	
	C. R.	O. R.
Ore, Iron, C. L.	P
Purina Feed.	D
Salt, Common, in sacks, C. L.	O
Sand, C. L.	P
Sawdust, Slabs and Wood (for fuel use), C. L.	P
Shingles, C. L.	L
Same, L. C. L., estimated weight 600 pounds per 1,000, when actual weight cannot be ascertained.	6
Staves, C. L. (See Table of Rates.)	
Same, L. C. L.	6
Stone, Rough, C. L.	5	P
Wood, Sawdust and Slabs (for fuel use)	P

Building Material, consisting of Lime, Cement, Plaster, Sand, Brick, Lumber, Laths and Shingles, in mixed car loads of 24,000 pounds minimum, to be charged for at the highest car load rate on either or any article above named. Same to be loaded or unloaded by owner.

Live Stock, L. C. L., to secure benefit of 6th Class Rates, when destined to or originating at points on foreign lines within the State of Mississippi, **MUST BE CRATED.**

The term "Released" used in this Classification, signifies that a reduced rate is given on an article in consideration of the owner assuming the risk of damage or breaking while in transit, and relieving the carrier of responsibility.

Shippers desiring to avail themselves of this reduced rate, and assume the risk of damage or breaking, must notify the agent, otherwise regular tariff rate will be charged.

The writing of the word "Released" upon a Dray Receipt or Bill of Lading, will be considered an indication that shipper desires to avail himself of the reduced rate upon the above terms.

KANSAS CITY, MEMPHIS & BIRMINGHAM RAILROAD CO.

LOCAL TARIFF No. 164—B.

(Superseding Local Tariff No. 138—B.)

Taking Effect May 24th, 1898.

Showing the Rates to be applied on Business having origin and destination in the State of Mississippi.

RATES FOR DISTANCE OF	IN CENTS PER 100 POUNDS.													Per Bbl
	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Class A.	Class B.	Class C.	Class D.	Class E.	Class H.	Class F.	
5 miles and under.....	20	16	13	11	9	8	10	11	11	5	9	13	18	
10 miles and over 5.....	25	20	16	13	11	9	10	13	12	5	11	16	18	
15 miles and over 10.....	30	24	20	16	14	12	11	14	14	6	14	18	20	
20 miles and over 15.....	32	26	22	18	16	14	12	15	16	7	16	20	22	
25 miles and over 20.....	36	29	24	20	18	16	13	15	17	8	18	22	23	
30 miles and over 25.....	39	31	26	21	19	17	13	16	18	8	19	24	24	
35 miles and over 30.....	42	34	28	23	20	18	14	17	19	9	20	26	25	
40 miles and over 35.....	45	36	30	25	21	19	14	17	20	9	21	28	26	
45 miles and over 40.....	48	38	31	26	22	20	15	18	21	9	22	30	27	
50 miles and over 45.....	50	40	33	27	23	21	15	19	22	9	23	31	28	
55 miles and over 50.....	52	42	34	28	24	22	16	20	23	10	24	32	28	
60 miles and over 55.....	52	42	34	28	24	22	16	21	23	10	24	32	29	
65 miles and over 60.....	54	43	35	29	25	22	16	22	23	10	25	33	29	
70 miles and over 65.....	54	43	35	29	25	22	17	22	23	11	25	33	30	
75 miles and over 70.....	56	45	37	31	26	23	17	23	24	11	26	34	31	
80 miles and over 75.....	56	45	37	31	26	23	17	23	24	11	26	34	32	
85 miles and over 80.....	58	46	38	32	27	24	18	23½	25	12	27	35	33	
90 miles and over 85.....	58	46	38	32	27	24	18	23½	25	12	27	35	34	
95 miles and over 90.....	60	48	39	33	28	25	18	24	25	12	28	36	35	
00 miles and over 95.....	60	48	39	33	28	25	18	24	25	13	28	36	35	
10 miles and over 100.....	62	50	41	34	29	26	18	25	26	13	29	37	36	
20 miles and over 110.....	64	51	42	35	30	26	18	25½	27	13	30	38	36	
30 miles and over 120.....	66	53	43	36	31	27	18	26	27	14	31	39	37	

LOCAL TARIFFF No. 164-B (CONTINUED.)

RATES FOR DISTANCE OF	C. L. Per 100 lbs.						Cotton in cents per bale of not to exceed 500 pounds.	Cotton Seed, for planting, C. L. in cents per 100 pounds.	Cattle, Sheep and Hogs, C. L. in dollars per car.	Horses and Mules, C. L. in dollars per car.
	Lumber.	Coal, Coke.	Brick.	Salt.	Fertilizers.	Cotton Seed.				
	J	K	L	M	N	O	P			
5 miles and under.....	8½	8	2½	5	8	4	50	5	8 00	10 00
10 miles and over 5.....	4	4	3	5	4	4	50	5	8 00	12 00
15 miles and over 10.....	4½	5	3	5½	5	5	60	6	10 00	15 00
20 miles and over 15.....	5	6	3½	5½	6	5	75	7	12 00	15 00
25 miles and over 20.....	5½	6½	3½	6	6½	5	85	7	13 00	18 00
30 miles and over 25.....	5½	7	4	6	7	6	1 00	8	14 00	18 00
35 miles and over 30.....	6	7	4	6½	7	6	1 15	9	15 00	21 00
40 miles and over 35.....	6½	7½	4½	6½	7½	6	1 30	9	16 00	21 00
45 miles and over 40.....	7	7½	4½	7	7½	7	1 35	9	17 00	22 00
50 miles and over 45.....	7	7½	4½	7	7½	7	1 40	9	17 00	22 00
55 miles and over 50.....	7½	7½	4½	7½	7½	8	1 45	9	18 00	24 00
60 miles and over 55.....	7½	7½	5	7½	7½	8	1 45	10	19 00	24 00
65 miles and over 60.....	8	7½	5	8	7½	8	1 50	10	20 00	26 00
70 miles and over 65.....	8	7½	5	8	7½	8	1 55	10	21 00	26 00
75 miles and over 70.....	8½	8	5	8	8	8	1 60	10	22 00	27 00
80 miles and over 75.....	8½	8	5	8	8	8	1 65	10	23 00	27 00
85 miles and over 80.....	9	8½	5	8½	8½	8	1 70	11	24 00	28 00
90 miles and over 85.....	9	8½	5	9	8½	8	1 75	11	24 00	28 00
95 miles and over 90.....	10	8½	5	9½	8½	8	1 80	11	24 00	29 00
100 miles and over 95.....	10	8½	5	9½	8½	8	1 85	11	24 00	29 00
110 miles and over 100.....	10	8½	5	10	8½	8	1 90	12	25 00	30 00
120 miles and over 110.....	11	8½	5	10½	8½	9	1 95	12	25 00	31 00
130 miles and over 120.....	11	9	5	10½	9	9	2 00	12	25 00	32 00

Subject to Southern Freight Classification, with exceptions current at the date of shipment, and the rules and conditions that govern the same. In cases where the Exceptions, or the Rates, Rules or Conditions on the face of this Tariff and the Classification conflict, the former will govern.

KANSAS CITY, MEMPHIS & BIRMINGHAM RAILROAD CO.

ASSISTANT GENERAL FREIGHT OFFICE.

Advance Notice No. 8.

Amendment No. 1.

TO

LOCAL TARIFF No. 164—B.
(Cancels Advance Notice No. 7.)

Effective April 16, 1901.

Showing the Rates to be applied on business having origin and destination in the State of Mississippi.

For Distance of		IN CENTS PER HUNDRED POUNDS.					
		*LUMBER. C. L. Min. Wt. 24,000 lbs.	*BRICK. C. L. Min. Wt. 40,000 lbs.	For Distance of		*LUMBER. C. L. Min. Wt. 24,000 lbs.	*BRICK. C. L. Min. Wt. 40,000 lbs.
5 miles and under.....	3	2		65 miles and over	60	5	4
10 miles and over	5	3	2	70 miles and over	65	5	4
15 miles and over	10	3	2½	75 miles and over	70	5	4
20 miles and over	15	3½	2½	80 miles and over	75	5½	4
25 miles and over	20	3½	3	85 miles and over	80	5½	4
30 miles and over	25	3½	3	90 miles and over	85	5½	4
35 miles and over	30	4	3	95 miles and over	90	5½	4
40 miles and over	35	4	3	100 miles and over	95	6	4½
45 miles and over	40	4	3	110 miles and over	100	6	4½
50 miles and over	45	4½	3	120 miles and over	110	6	4½
55 miles and over	50	4½	4	125 miles and over	120	6	4½
60 miles and over	55	4½	4	130 miles and over	125	7	4½

To make rates on L. C. L. shipments of Brick and Lumber, add 50 per cent. to the carload rates.

KANSAS CITY, MEMPHIS & BIRMINGHAM RAILROAD CO.
GENERAL FREIGHT OFFICE.

Advance Notice No. 5

Amendment No. 1

TO

LOCAL TARIFF No. 164 B.

Effective Oct. 1, 1900.

RATES ON COTTON SEED OIL (Minimum Weight 24,000 lbs.)

		IN CENTS PER 100 POUNDS.	
For Distance of	RATE.	For Distance of	RATE.
5 miles and under.....	4	75 miles and over 70...	8
10 miles and over 5...	4	80 miles and over 75...	8
15 miles and over 10...	5	85 miles and over 80...	8
20 miles and over 15...	5	90 miles and over 85...	8
25 miles and over 20...	5	95 miles and over 90...	8
30 miles and over 25...	6	100 miles and over 95...	8
35 miles and over 30...	6	110 miles and over 100...	9
40 miles and over 35...	6	120 miles and over 110...	9
45 miles and over 40...	7	130 miles and over 120...	9
50 miles and over 45...	7	140 miles and over 130...	9
55 miles and over 50...	8	150 miles and over 140...	10
60 miles and over 55...	8	200 miles and over 150 ..	11
65 miles and over 60...	8	300 miles and over 200...	12
70 miles and over 65...	8		

JOINT RATES.

Through rates on shipments of Cotton Seed C. L., between two points in the State of Mississippi, located on different lines will be made by adding 25 per cent. to the above rates for the distance provided over one line.

Example :—Shipment Baldwyn, Miss., to Gatman, Miss.

Baldwyn to Tupelo (M. & O.)18 miles.

Tupelo to Gatman (K. C. M & B.)41 miles.

Total59 miles.

Rate for 59 miles 8 cents per 100 pounds.

25 per cent added 2 cents per 100 pounds.

Rate to apply 10 cents per 100 pounds.

KANSAS CITY, MEMPHIS & BIRMINGHAM RAILROAD CO.

GENERAL FREIGHT OFFICE.

Advance Notice No. 4.

Amendment No. 1.

TO

LOCAL TARIFF No. 104—B.

(Cancels Advance Notice No. 5.)

Effective July 20, 1900.

RATES ON FERTILIZER, CAR LOADS.

		IN CENTS PER HUNDRED POUNDS.	
For Distance of	RATE.	For Distance of	RATE.
5 miles and under.....	3	65 miles and over 60...	3½
10 miles and over 5...	3½	70 miles and over 65...	3½
15 miles and over 10...	3½	75 miles and over 70...	4
20 miles and over 15...	3½	80 miles and over 75...	4
25 miles and over 20...	3½	85 miles and over 80...	4½
30 miles and over 25...	3½	90 miles and over 85...	4½
35 miles and over 30...	3½	95 miles and over 90...	5
40 miles and over 35...	3½	100 miles and over 95...	5
45 miles and over 40...	3½	110 miles and over 100...	5½
50 miles and over 45...	3½	120 miles and over 110...	6
55 miles and over 50...	3½	130 miles and over 120...	6½
60 miles and over 55...	3½		

L. C. L. Rates on Lumber between stations in Mississippi will be 175 per cent. of C. L. rate.

File No. 2953.

J. D. RIDDELL,

General Freight Agent,

Kansas City, Mo., July 20, 1900.

150.

Kansas City, Mo.

Corres. L—258.

HLT.

GULF AND SHIP ISLAND RAILROAD COMPANY.—LOCAL FREIGHT TARIFF No. 8.

GULFPORT, MISSISSIPPI, September 1, 1901.

Effective September 15th, 1901. Revokes Local Tariff No. 7, September 15th, 1900, and all Supplements thereto.

IN CENTS PER 100 POUNDS UNLESS OTHERWISE PROVIDED FOR.

GROUP.	CLASSES.													PER BBL.	Lumber, Timber, Laths and Brick, Car Loads 30,000 lbs. minimum.	Lumber, Shingles, Laths and Brick, Less Car Loads.	Hewn Timber, Per Cubic Foot.	Wood, Sand, Legs and Poles per car 40,000 lbs. min.							
	1	2	3	4	5	6	A	B	C	D	E	H													
A	25	22	18	15	12	11	10	15	12	7	15	20	20	5	8	2	\$5 00								
B	50	40	30	27	25	18	15	24	16	12	20	28	32	5	10	2½	\$7 00								
C	60	50	40	35	30	25	20	26	18	15	25	33	36	6	12	3	\$10 00								
D	65	53	44	38	32	30	22	26	20	16	28	35	36	7	13	3½	\$12 50								
E	70	56	48	40	35	32	24	26	20	16	29	36	36	8	13	4	\$15 00								
GROUP.	Shingles, Salt.	Cement, Steaves, Lime,	Charcoal.	Car loads.	Railroad Iron.	Track Mate- rial, per ton	2240 lbs. Scrap	3000 lbs.	Empty Bottles Re- turned.	L. C. L.	Per Case	Per Bbl.	Mineral Wa- ter in Glass.	Packed. Released.	Cotton. Per Bale.	Horses, Mules.	Cattle, Hogs, Sheep, Re- leased, Per	Car. Brick, Stone, Coal, Fertiliz- ers, C. S. Meal and Hulls, Car Loads.	Fertilizers, L. C. L. Rosin.	Car Loads.	Turpenline, Crude or Re- fined in Bar- rels or Tanks.	Car Loads.	Wool Packed.	Any Quantity.	Cotton Seed. Car Loads 30,000 lbs. minimum.
	4					50		10	20	20	20	15		\$1 25			\$12 00	3	7	10		15		6	
	5					80		10	20	20	20	20		\$1 25			\$18 00	4	8	13		25		7	
	6					\$1 00		12	25	20	20	20		\$1 25			\$25 00	5	9	15		32		8	
	7					\$1 20		15	35	25	25	25		\$1 25			\$30 00	6	10	16		36		9	
8					\$1 30		18	40	30	30	30		\$1 50			\$35 00	7	11	18		36		10		

EXPLANATION OF GROUPS.

- A—For distance of less than 10 miles.
 B—For distance of 10 miles, and under 30 miles.
 C—For distance of 30 miles, and under 90 miles.
 D—For distance of 90 miles, and under 150 miles.
 E—For distance of 150 miles, and under 300 miles.
 See Station List for distances between Stations.

GOVERNED BY SOUTHERN FREIGHT CLASSIFICATION,
 EXCEPT AS STIPULATED IN BELOW NOTES OR COM-
 MODITY RATES ABOVE.

Note 1.—Minimum Charge. The charge on small shipments will be on actual weight at class rate; but no shipment, however small, will be taken for less than twenty-five cents.

Note 2.—Live Stock, less than car load, to be fed by owner at his expense, and to be released to be taken at third class rates, weight to be estimated as follows:

One horse, mule or horned animal.....	2,000 pounds
Two horses, mules or horned animals.....	3,500 pounds
Each additional horse, mule or horned animal.....	1,000 pounds
Stallions, jacks and bulls.....	3,000 pounds
Cow and calf together.....	2,300 pounds
Calves and sheep.....	175 pounds
Calves and sheep, in lots of five or more.....	150 pounds
Lambs.....	100 pounds
Lambs, in lots of five or more.....	75 pounds
Pigs and stock hogs, each.....	125 pounds
Hogs for market, each.....	350 pounds
Pigs, hogs, sheep, calves, etc., boxed, taken at actual weight.	
Yearling colts and bulls, each.....	2,000 pounds
Yearling cattle, except bulls.....	1,000 pounds
Live stock, not released, double foregoing rates.	

Note 3.—Rosin and turpentine, in mixed car loads, will take car load rates on each article. In less than car loads, will take sixth class rates, actual weight.

Note 4.—Turpentine in barrels to be charged at actual weight, including weight of packages, with a minimum of 24,000 pounds to the car. Turpentine in tank cars to be charged for at full capacity of tank, estimating weight at 7 pounds to the gallon. Tanks to be furnished by the shipper or consignee, and three-fourths of a cent per mile to be paid by the railroad. Shipper to load, and consignee to unload, both when in tanks and barrels.

Note 5.—Shipments of household goods must be well packed, marked, and transportation charges must be prepaid in full to destination. Freight charges will be assessed at first class rates, even though shipment is fully released, and value limited to \$5.00 per hundred pounds in case of total loss. On car loads 6th class will apply as per Southern Classification, but freight to be prepaid in full.

Note 6.—Shipments of beer, whiskey, wines and intoxicating liquors, the sale of which is prohibited by the laws of Mississippi to local option towns, will be charged for at double first class rate, with minimum charge of fifty cents.

Note 7.—Shipments of stoves and stoveware, in less than car loads, released, will be charged for at first class rates.

Note 8.—All fragile articles, such as sewing machines, pianos, organs, ventilated flues of sheet or galvanized iron, must be securely crated.

Note 9.—All goods for shipment must be securely and properly packed, and legibly marked. The rules and provisions of the Southern Classification on this point must be strictly carried out.

Note 10.—Prepayment of freight will be required on all shipments, which would not, at forced sale, bring the amount of transportation charges

GULF AND SHIP ISLAND RAILROAD COMPANY.

LIST OF STATIONS AND DISTANCES—ALL IN STATE OF
MISSISSIPPI.

MILES FROM

MILES FROM

MAIN LINE TO	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel.
GULFPORT.....	0	70	160	44	60	92	111	152
*Landon.....	5	65	155	39	55	87	106	147
*Nugent.....	8	62	152	36	52	84	103	144
*Lyman.....	10	60	150	34	50	82	101	142
*Wortham.....	14	56	146	31	46	78	97	138
Sancier.....	19	51	141	25	41	73	92	133
*Howison.....	21	49	139	23	39	71	90	131
*Millview.....	22	48	138	22	38	70	89	130
McHenry.....	24	46	136	20	36	68	87	128
*Perry.....	25	45	135	19	35	67	86	127
*Ten Mile.....	28	42	132	16	32	64	83	124
Perkinson.....	30	40	130	14	30	62	81	122
*Inda.....	32	38	128	12	28	60	79	120
Wiggins.....	35	35	125	9	25	57	76	117
Bond.....	38	32	122	6	22	54	73	114
White Pond.....	40	30	120	4	20	52	71	112
Holmes Spur.....	42	28	118	3	18	50	69	110
*Griffin.....	43	27	117	1	17	49	68	109
Maxie.....	44	26	116	0	16	48	67	108
Brooklyn.....	50	20	110	6	22	54	61	102
*Elliot.....	55	15	105	11	27	59	56	97
*Epps.....	56	14	104	12	28	60	55	96
McLaurin.....	58	12	102	15	31	63	53	94
*Homestead.....	60	10	100	16	32	64	51	92
*Stump.....	62	9	98	18	34	66	49	90
Ralston.....	64	6	96	20	36	68	47	88
*Palmer.....	67	3	93	23	39	71	44	85
*Dreyfus.....	68	2	92	24	40	72	43	84
HATTIESBURG.....	70	0	90	26	42	74	41	82
*Springs.....	76	6	84	32	48	80	35	76
*Monroe.....	78	8	82	34	50	82	33	74
*Lux.....	81	11	79	37	53	85	30	71
Sanford.....	85	15	76	41	57	89	27	67
*Bristow.....	86	16	75	42	58	90	26	66
*Pickering.....	88	18	73	44	60	92	24	64
Seminary.....	92	22	68	48	64	96	20	60
*Moscos.....	95	25	65	51	67	99	17	57
*Kola.....	96	26	64	52	68	100	15	56
Collins.....	99	29	62	55	71	103	13	53
*Ora.....	100	30	61	57	73	105	12	52
*Fagan.....	102	32	59	58	74	106	10	50
*Mish.....	105	35	56	61	77	109	7	47
Mt. Olive.....	108	38	52	64	80	112	3	44
Saratoga.....	111	41	49	67	83	115	0	41
*Coat.....	115	45	46	71	87	119	4	45

GULF AND SHIP ISLAND RAILROAD CO. (CONTINUED.)

MAIN LINE TO	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel.
Magee.....	118	48	42	74	90	122	7	48
*Weathersby	126	56	35	82	98	180	15	56
*Edmore.....	129	59	32	85	101	183	18	59
D'Lo.....	131	61	30	87	103	185	20	61
Braxton	136	66	24	92	108	140	25	66
*Star.....	143	73	18	99	115	147	32	73
Florence	149	79	11	105	121	153	38	79
*Plain.....	154	84	6	110	126	158	43	84
JACKSON.....	160	90	0	116	132	164	49	90

GULF AND SHIP ISLAND RAILROAD CO. (CONTINUED.)

BRANCHES TO	Gulfport.	Hattiesburg.	Jackson.	Maxie.	Lumberton.	Columbia.	Saratoga.	Laurel.
COLUMBIA BRANCH								
MAXIE.....	44 26	116	0	16	48	67	108	
*Helena.....	48 30	120	4	12	44	71	112	
*Alexander.....	51 38	123	7	9	41	74	115	
*Youngs.....	54 36	126	10	6	38	77	118	
LUMBERTON.....	60 42	132	16	0	32	83	124	
*Six Mile.....	66 48	138	22	6	26	89	130	
Baxterville.....	71 53	143	27	11	21	94	135	
*Rouse Spur.....	75 57	147	31	15	17	98	139	
*Clayton Spur.....	81 63	153	37	21	11	104	145	
Hub.....	88 65	155	39	23	9	106	147	
*Moses Spur.....	87 69	159	43	27	5	110	151	
*Lampton.....	88 70	160	44	28	4	111	152	
Columbia.....	92 74	164	48	32	0	115	156	
LAUREL BRANCH.								
SARATOGA.....	111 41	49	67	83	115	0	4	
*Low.....	117 47	55	73	89	121	6	35	
*Turnersville.....	119 49	57	75	91	123	8	33	
*Able.....	120 50	58	76	92	124	9	32	
*Mize.....	122 52	60	78	94	126	11	30	
*Bunker Hill.....	126 56	64	82	98	130	15	26	
Taylorville.....	130 60	68	86	102	134	19	22	
*Gambrel.....	134 64	72	90	106	138	23	18	
*Summerland.....	135 65	73	91	107	139	24	17	
*Gitano.....	138 68	76	94	110	142	27	14	
Soso.....	142 72	80	98	114	146	31	10	
*Service.....	145 75	83	101	117	149	34	7	
LAUREL.....	152 82	90	108	124	156	41	0	
*KINGSTON.....	153 83	91	109	125	157	42	1	

*Non-Agency Stations; freight must be prepaid.

Hattiesburg, Laurel and Lumberton Junction points with N. O. & N. E. Ry.

Gulfport Junction point with L. & N. Ry.

Jackson Junction point with Illinois Central Ry.

Kingston Junction point with Kingston & Central Mississippi Ry.

Hattiesburg Junction point with Pearl and Leaf River Ry.

Gulfport, Miss., June 1, 1901.

LOUISVILLE & NASHVILLE RAILROAD CO.
Rates of Freight between Local Stations in the State of Mississippi.

In Effect March 1, 1890. †

DISTANCES.

		PER HUNDRED POUNDS.													IN CAR LOADS.						
															Per 100	Per Ton		Per Car			
															Lbs	Hundred Lbs.	2,000 Lbs.				
		1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal.	Live Stock, except Hogs.	Hogs, single deck.
10 miles and less.....	12	10	9	8	7	6	6	6	5	5	6	6	6	10	6	5	4	3	60	5 00	6 00
10 miles and not over 15.....	15	13	12	11	10	9	9	9	6	6	9	9	9	12	9	6	5	4	70	6 00	7 00
15 miles and not over 20.....	20	17	15	13	12	11	11	11	7	7	11	11	11	14	11	7	6	5	90	7 00	8 00
20 miles and not over 25.....	23	20	17	15	14	13	13	13	9	8	13	13	13	18	13	9	7	5	1 00	8 00	10 00
25 miles and not over 30.....	26	23	20	17	16	15	15	15	10	8	15	15	15	20	15	10	7	6	1 05	10 00	12 00
30 miles and not over 35.....	29	25	22	19	18	17	17	17	11	9	17	17	17	22	17	11	8	6	1 15	12 00	14 00
35 miles and not over 40.....	32	27	24	21	20	19	19	19	12	9	19	19	19	24	19	12	8	6	1 20	14 00	17 00
40 miles and not over 45.....	35	30	27	23	22	21	21	21	13	10	21	21	21	26	21	13	8	7	1 25	15 00	18 00
45 miles and not over 50.....	37	32	28	25	24	23	23	23	14	10	23	23	23	28	22	14	9	7	1 25	16 00	19 00
50 miles and not over 55.....	39	34	30	26	25	23	23	23	15	11	23	23	23	30	23	15	10	7	1 30	18 00	22 00
55 miles and not over 60.....	41	35	31	28	26	24	24	24	16	11	24	24	24	32	24	16	12	8	1 35	20 00	24 00
60 miles and not over 65.....	43	37	33	30	27	25	25	25	17	12	25	25	25	34	25	17	12	8	1 40	22 00	26 00
65 miles and not over 70.....	45	39	34	31	28	26	26	26	17	12	26	26	26	34	25	17	13	8	1 45	23 00	28 00

70 miles and not over 75.....	47	41	36	32	29	27	27	27	18	13	27	27	36	25	18	13	9	1	50	24	00	29	00
75 miles and not over 80.....	49	42	37	33	30	28	28	28	18	14	28	29	36	25	19	14	9	1	50	25	00	30	00
80 miles and not over 85.....	51	44	39	34	31	29	29	29	19	15	29	29	38	25	19	14	9	1	55	26	00	31	00
85 miles and not over 90.....	53	45	40	35	32	30	30	30	19	15	30	30	38	25	19	15	10	1	55	28	00	33	00
90 miles and not over 95.....	54	46	41	36	32	30	30	30	19	15	30	30	38	25	19	15	10	1	60	29	00	34	00
95 miles and not over 100.....	55	47	42	37	33	30	30	30	20	15	30	30	40	25	20	15	10	1	60	30	00	35	00

Governed by the L. & N. R. R. Local Classification posted herewith.

Inter-State Commerce Commission No. 1.

GULF AND CHICAGO RAILROAD.

LOCAL FREIGHT TARIFF No. 5.

Taking Effect February 1, 1899.

Subject to Southern Railway and Steamship Association Classification, with Exceptions shown herewith.

SPECIAL INSTRUCTIONS.

1. Small shipments, composed of one or more classes, will be charged at actual weight; but in no case shall the charge be less than 25 cents.

2. Car load rate is only to be allowed on one shipment of one class of freight to one consignee. When car load rate is accepted, it is understood that the owner of freight agrees to load and unload, or pay the cost of having it done.

3. Special arrangements must be made before receiving or contracting to transport heavy machinery, castings, engines, boilers, agricultural implements, and other articles of bulky nature, and all articles weighing over 2,000 pounds, as an extra charge for handling must be provided for, in addition to regular tariff rates.

4. All articles will be charged gross weight, without regard to weight given by shippers, and inserted in bill of lading, except that when estimated weights are given in the classification, such estimated weights will apply, unless the actual weight is greater.

5. This road will not be accountable for loss or deficiency of nuts or shot shipped in bags; nor for deficiency in lemons or oranges in boxes, if not covered; nor for deficiency in raisins, unless in packages of not less than three boxes, well strapped; nor for deficiency in dry goods, boots, shoes, hats or caps, unless packages are properly strapped. Gunpowder, matches, and like combustible articles offered for shipment, must be plainly marked upon the packages; in case of shipment of such freight by fraud or concealment, the consignor or shipper will be held for any damages which may arise from it while in the custody of this company.

6. No shipment ought to be accepted when designated as merchandise (or mdse.), sundries or fancy goods, in shipping receipt or bill of lading. Contents of all packages, as near as practicable, should be stated in the receipt. When articles are shipped under a different name, in case of loss or damage (if legal liability is established), consignees will be paid for the article as receipted for.

7. Lettered marble, fruit trees, shrubbery, fish, oysters, not taken, unless freight is prepaid or guaranteed.

GULF & CHICAGO RAILROAD.

LOCAL RATES OF FREIGHT

BETWEEN ALL STATIONS.

Effective February 1, 1899.

RATES FOR	IN CENTS PER 100 POUNDS.												Per Bbl	Lumber, Staves, Logs.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	C. L.	L. C. L.
10 miles and under	24	20	18	17	16	15	15	15	14	13	20	17	25	5	7
15 miles and over	10	28	23	20	18	16	15	15	15	14	18	20	18	5	7
20 miles and over	15	30	25	22	20	17	16	16	16	16	13	20	19	5	7
25 miles and over	20	32	27	24	21	18	16	16	16	16	13	20	20	5	7
35 miles and over	25	34	29	26	22	18	16	16	16	16	13	20	21	5	7
40 miles and over	35	36	31	28	23	19	17	17	17	17	14	21	22	5	7
45 miles and over	40	38	33	29	24	19	17	17	17	17	14	21	22	5	7
60 miles and over	45	40	35	30	25	20	18	18	18	18	15	22	25	5	7
70 miles and over	60	42	37	32	27	22	19	19	19	19	15	23	26	5	7
80 miles and over	70	43	38	33	28	23	19	19	19	19	15	23	27	5	7
90 miles and over	80	44	39	34	29	24	20	20	20	20	16	24	28	5	7
100 miles and over	90	45	40	35	30	25	20	20	20	20	16	25	30	5	7

To arrive at rates from one Station to another—the distance between the Stations having been ascertained from accompanying table of distances—use the rates named for corresponding distance. When rates are not shown for exact distance the rates for next greater distance must be used.

GULF & CHICAGO RAILROAD.

TABLE OF DISTANCES.

BETWEEN	and	Middleton.	Walnut.	Tiptersville.	Falkner.	Ripley.	Blue Mountain.	Guyton.	Cotton Plant.	New Albany.	Ingomar.	Cherry Creek.	Pontotoc.
Middleton.....			9	13	17	25	31	33	36	44	51	55	63
Walnut.....		9		4	8	16	22	24	27	35	42	46	54
Tiptersville.....		13	4		4	12	18	20	23	31	38	42	50
Falkner.....		17	8	4		8	14	16	19	27	34	38	46
Ripley.....		25	16	12	8		6	8	11	19	26	30	38
Blue Mountain.....		31	22	18	14	6		2	5	13	20	24	32
Guyton.....		33	24	20	16	8	2		3	11	18	22	30
Cotton Plant.....		36	27	23	19	11	5	3		8	15	19	27
New Albany.....		44	35	31	27	19	13	11	8		7	11	19
Ingomar.....		51	42	38	34	26	20	18	15	7		4	12
Cherry Creek.....		55	46	42	38	30	24	22	19	11	4		8
Pontotoc.....		63	54	50	46	38	32	30	27	19	12	8	

EXCEPTIONS TO SOUTHERN RAILWAY AND STEAMSHIP ASSOCIATION CLASSIFICATION.

ARTICLE	Class
Bacon, loose, L. C. L., not taken.	
Barrels, half barrels and kegs, empty, except ale and beer, L. C. L.	2
Blinds, doors and frames, L. C. L.	4
Boxes, ale, beer or cider, returned with empty bottles	1
Brick, common, C. L., 50 per cent. of	D
Brick, common, L. C. L.	C
Corn meal. Same as flour.	
Cotton seed, any quantity	6
Household goods, old furniture, when well packed and released	1
Same, not packed and released	3T1
Live stock, at estimated weight, and released	2
Salt, L. C. L.	6
Staves and stave timber. Same as lumber.	
Shafts and bows. See vehicles.	
Logs, posts, poles, hoop or telegraph. Same as lumber.	
Slabs, for fuel. Same as wood.	
Wood, for fuel, C. L., 40 per cent. of	C
Wood, for fuel, L. C. L.	D
Vehicle materials, wood—Hubs, spokes, shafts, bows, felloes, single trees, wheels, bodies unfinished, L. C. L.	3

ESTIMATED WEIGHTS—LIVE STOCK.

To be fed by owner, or at his expense. Weight estimated as follows, until amount charged shall equal car load rates in less than car loads, then car load rates will be charged:

One horse, mule or horned animal	2,000 pounds
Two horses, mules or horned animals	3,500 "
Each additional H, M, or horned animal	1,000 "
Stallions, jacks and bulls, each	3,000 "
Yearling cattle, each	1,000 "
Calves and sheep, each	175 "
Calves and sheep, in lots of 5 or more	150 pounds each
Lambs	100 "
Lambs, in lots of 5 or more	75 "
Hogs for market	350 "
Pigs and stock hogs	125 "
Pigs, hogs, sheep, etc., boxed	actual weight

ESTIMATED WEIGHTS.

To be used only when actual weights cannot be ascertained.

Fence posts, rails or telegraph poles, per cord.....	3,500	pounds
Clay, per cubic yard	3,000	"
Sand, per cubic yard	3,000	"
Gravel, per cubic yard	3,200	"
Stone, not dressed, per cubic foot.....	160	"
Lime, per bushel.....	80	"
Coal, per bushel.....	80	"
Coke, per bushel.....	40	"
Portland cement, per barrel	400	"
Other cements, per barrel	300	"
	Seasoned.	Green.
White pine or poplar lumber, per 1,000 feet..	3,000	4,000 pounds
Yellow pine, black walnut or ash lumber, per 1,000 feet.....	4,000	4,500 "
Oak, hickory or elm lumber, per 1,000 feet...	4,500	6,000 "
Lumber, N. O. S., per 1,000 feet.....	4,000	6,000 "
Hoop poles, staves or heading, car loaded to depth of 50 inches, per car.....	24,000 "
Hoop poles, staves or heading, car loaded to depth of 48 inches, per car.....	24,000 "
Laths, per 1,000	450	530 "
Tan bark, per cord	2,000	2,600 "
Wood, per cord	3,000	3,500 "

FREIGHT TARIFF—NATCHEZ, COLUMBIA & MOBILE RAILROAD COMPANY.

IN EFFECT JULY 1, 1901.

CLASSES OF FREIGHT ARE THE SOUTHERN CLASSIFICATION.

DISTANCES.	LESS THAN CAR LOADS.												CAR LOADS—CENTS PER 100 POUNDS.												Cotton per bale of not exceeding 500 lbs.	Live Stock per car single deck. Released. Valuation limited.		
	CLASSES. CENTS PER 100 POUNDS.												Flour and Meal, Cents per barrel.	Lumber, Lath Shingles, Scrap Iron, per 100 lbs.	Staves per 100 pounds.	Plaster per 100 pounds.	Salt, Lime, Cement and Cotton Seed per 100 lbs, not less than 15 tons.	Fertilizers, per ton of 2000 lbs, not less than 20 tons.	Coal, per ton of 2000 pounds.	Logs, Poplar, Gum, Oak, Hickory, Walnut, Round or Hewn.	Hewn Ties or Piling, Oak or Pine.	Native Corn, Cents per 100 lbs.	Native Hay, Cents per 100 lbs.	Bricks, not less than 8000, Cents per per 100 pounds.				
1	2	3	4	5	6	A	B	C	D	E	H	3½	4	4½	6	4	4	4	60	65	3½	4	5	9	4	50	15 00	
Under 5 miles.....	30	20	17	15	12	12	15	15	15	10	18	20	25	25	25	25	4	4	4	60	65	3½	4	5	9	4	50	15 00
5 miles & under 10...	35	25	20	20	15	15	15	15	15	10	18	20	25	25	25	25	4	4	4	60	65	4	4	5	9	4	50	15 00
10 " " 15	40	30	25	25	20	20	18	20	20	12½	25	30	35	30	30	30	4	4½	6	4½	6	4	5	7	12	5	65	20 00
15 " " 20	45	35	30	25	20	20	18	20	20	12½	25	30	35	30	30	30	4	4½	6	5	6	5	8	15	5	75	25 00	
20 " " 25	50	40	35	30	25	25	20	22	25	15	30	35	35	35	35	35	5	5	6½	5	75	75	5	6	8	15	75	25 00

Approved by the Commissioners, August 5th, 1901.

JNO. A. WEBB, Secretary.

M., J. & K. C. Tariff No. 25.

Cancels all Previous Local Tariffs. REISSUE.

MOBILE, JACKSON & KANSAS CITY R. R. CO.

LOCAL FREIGHT TARIFF.

Applying Between all Stations Governed by

SOUTHERN FREIGHT CLASSIFICATION.

**This Company Reserves the Right to Change these Rates Without
Other Notice than Required by Law.**

Issued April 20, 1900.

Effective May 4, 1900.

PER ONE HUNDRED POUNDS.																	Per Barrel.		Per 100 Lbs.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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5 miles and under.....	20	17	14	12	10	9	12	13	11	5	10	13	19	9	7	8	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	

COMMODITY RATES,

In Cents Per Hundred Pounds (Except as Otherwise Noted.)

FOR DISTANCE OF	Fertilizer, C L, Minimum 80,000 Lbs.		Per Bbl.	Grain and Hay, C L, 24,000 Lbs. minimum.	Lumber, C L, 24,000 Lbs. minimum.	P. H. Products, C L, 24,000 Lbs. minimum.	Machinery N. O. S. Engines, Boilers and Parts, C L.	Rosin, C L, minimum 30,000 Lbs.	Shingles, C L, minimum 24,000 Lbs.	Turpentine, C L, See Notes No. 1 and No. 2.	Per Cord. Wood, C L, maximum 10 Cords.	Per Car.		Household Goods, C L, No. 5, released. See Note 6.	Household Goods, C L, No. 6, released. See Note 6.
	C L	L C L	Flour, C L, 160 Bbls. minimum.									Hogs, released.	Hogs, single deck only, Sheep double deck, released.		
5 miles and under.....	.03	.04	...	...	.02.5	...	.05	See Note 3 for Rates.	5.2	See Note 4 for Rates.	.60	.....	.....	0.34	0.36
10 miles and over 5.....	.03†	.06	...	...	.08.5	.15	.06	05	3.3	9.9	.75	20.00	24.00	0.34	0.36
15 miles and over 10.....	.03†	.07	25	...	.08.5	.15	.08	06	3.3	9.9	.75	20.00	24.00	0.34	0.36
20 miles and over 15.....	.04	.08	25	...	.04.	.15	.09	09	3.3	9.9	.75	20.00	24.00	0.4	0.4
25 miles and over 20.....	.04	.08	25	10	.04.	.15	10	10	3.3	9.9	.75	20.00	24.00	0.4	0.4
30 miles and over 25.....	.04	.07.5	25	10	.04.5	.15	10	10	3.3	9.9	.75	20.00	24.00	0.4	0.4
35 miles and over 30.....	.04†	.08	25	10	.04.5	.15	11	11	4.4	5.5	.85	22.00	25.00	0.41	0.41
40 miles and over 35.....	.04†	.08.5	25	10	.05.	.15	12	12	4.5	5.5	.85	22.00	26.00	0.41	0.41
45 miles and over 40.....	.04†	.08.5	25	10	.05.	.15	13	13	4.5	5.5	.90	23.00	28.00	0.41	0.41
50 miles and over 45.....	.04†	.08.5	25	10	.05.5	.15	14	14	4.5	5.5	.90	23.00	28.00	0.41	0.41
55 miles and over 50.....	.04†	.09.	25	10	.05.5	...	15	15	4.5	5.5	1.00	25.00	30.00	0.41	0.41

† F Class will apply when commodity rates not given.

‡ Use D Class where commodities not given.

§ Lumber from Stations on M., J. & K. C. west of Semmes when for export 4 cents per hundred lbs.

|| Live Stock not released double special rates. Car load not to exceed 20,000 lbs.

GENERAL RULES.

Rule 1.—No single package or small lot of freight of one class classified first class or lower, will be taken at less than 100 pounds at the class to which it belongs, or, if classified higher than first class, at less than 100 pounds at first class rate; and in no case will the charge for a single consignment be less than 25 cents.

Rule 2.—Unless otherwise specified in the classification or tariff, the minimum car load weight of all articles loaded in cars of thirty-six feet in length or less shall be 24,000 pounds, or twelve tons, where the rate applies per net or gross ton.

Rule 3.—Where cars over thirty-six feet in length are used, the minimum car load weights shall be increased in accordance with table, shown under Rule 24 C Southern Freight Classification.

Rule 4.—Whenever Commodity Rates are shown they are intended to apply on shipments made at owner's risk and released. The rates on the same commodities, if shipped at carrier's risk, will be the regular rates as per classification.

Rule 5.—Commodity Rates as published herein will govern whether higher or lower than the class rates as published herein.

Note 1.—Minimum car load weight on turpentine in barrels is 24,000 pounds when in tanks, capacity of tank, and if actual weight cannot be obtained weight must be assessed on the shell capacity of the tank at 7 pounds per gallon.

Note 2.—Mixed car loads of Rosin and Turpentine will be charged for at the car load rate on Turpentine.

Note 3.—Rosin C. L. from M., J. & K. C. Stations to Frascati 7 cents per 100 pounds. Rosin C. L. from M., J. & K. C. Stations to Mobile proper, 8 cents per 100 pounds.

Note 4.—Turpentine C. L. from M., J. & K. C. Stations to Frascati 12½ cents per 100 pounds. Turpentine C. L. from M., J. & K. C. Stations to Mobile proper, 13½ cents per 100 pounds.

Note 5.—Household Goods and Second-hand Furniture, well packed, released, and value limited to \$5.00 per 100 pounds, in case of loss or damage, and so expressed in bill of lading, minimum weight 20,000 pounds.

Note 6.—Household Goods and Old Furniture, with live stock, not exceeding five head, one attendant to have free passage on same train as car (shipper's option), value limited to \$5.00 per 100 pounds in case of loss or damage, and so expressed in bill of lading, C. L. minimum weight 20,000 pounds.

M., J. & K. C. R. R. CO.

DISTANCE TABLE.

*Prepay Station.

	Merrill.	Eubanks	Lucedale.	Donovan.	Brushy.	Latonia.	Wilmer.	Semmes.	Orchard.	Spring Hill.	Mobile.
Mobile.....	50	44	41	35	32	30	24	17	13	7	7
*Spring Hill.....	43	37	34	28	25	23	17	10	5	5	12
*Orchard.....	38	32	29	23	20	18	12	5	5	10	17
*Semmes.....	33	27	24	18	15	13	7	7	12	17	24
*Wilmer.....	26	20	17	11	8	9	6	13	7	17	30
Latonia.....	20	14	11	5	2	5	8	15	18	23	32
*Brushy.....	18	12	9	3	3	2	11	18	20	25	35
*Donovan.....	15	9	6	6	9	11	17	23	29	34	41
Lucedale.....	9	3	3	9	12	14	20	27	32	37	44
*Eubanks.....	6	6	9	15	18	20	26	33	38	43	50
Merrill.....											

ALABAMA GREAT SOUTHERN RAILROAD COMPANY,

Traffic Department.

RATE ON BRICK,

Carload minimum weight 40,000 pounds,
And less than car load.

Between Stations on the A. G. S. R. R. Co., in the State of
Mississippi.

IN CENTS PER 100 POUNDS.

	C. L.	L. C. L.
10 miles and under	2 c.	3 c.
20 miles, and over 10 miles	2½c.	3¼c.

ALABAMA GREAT SOUTHERN RAILROAD COMPANY,

Traffic Department.

RATES ON LUMBER,

Car load minimum weight 24,000 pounds,
And less than car load.-----Between Stations on the A. G. S. R. R.
Co , in the State of Mississippi.

	C. L.	L. C. L.
15 miles, and over 5 miles	3 c.	4½c.
30 miles, and over 15 miles	3¼c.	4¼c.

Per 100 Pounds.

GRADUATED EXPRESS
CHARGES.

FOR PACKAGES WEIGHING

LESS THAN 100 POUNDS. —◆—◆—◆—

GRADUATED EXPRESS CHARGES FOR PACKAGES WEIGHING LESS THAN 100 POUNDS.

When the rate between any two points is given below, use the next higher rate for making price.

WHEN RATE IS ²⁵ / ₁₀₀	.40	.50	.60	.75	1.00	1.25	1.50	1.75	2.00	2.50	3.00	3.50	4.00	4.50
Pkgs not over 1 lb	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1	25 1
Over 1 lb	25 2	25 2	25 2	25 2	25 2	25 2	25 2	25 1	25 2	25 2	30 2	30 2	30 2	30 2
" 2	25 3	25 3	25 3	25 3	30 3	30 3	30 3	35 3	40 3	45 3	45 3	45 3	45 3	45 3
" 3	25 4	25 4	25 4	30 4	30 4	30 4	35 4	40 4	45 4	50 4	55 4	60 4	60 4	60 4
" 4	25 5	25 5	25 5	30 5	35 5	40 5	40 5	45 5	50 5	55 5	65 5	65 5	65 5	70 5
" 5	25 6	25 6	30 6	30 6	35 6	40 6	45 6	50 6	55 6	60 6	70 6	75 6	75 6	85 6
" 6	25 7	30 7	30 7	35 7	35 7	40 7	45 7	50 7	55 7	60 7	70 7	75 7	75 7	85 7
" 7	25 10	30 10	30 10	35 10	40 10	45 10	50 10	55 10	60 10	65 10	75 10	90 10	90 10	100 10
" 10	25 15	30 15	30 15	35 15	40 15	45 15	50 15	60 15	70 15	80 15	85 15	100 15	100 15	110 15
" 15	25 20	30 20	30 20	35 20	40 20	45 20	50 20	60 20	70 20	80 20	90 20	100 20	115 20	125 20
" 20	25 25	35 25	35 25	40 25	45 25	50 25	60 25	70 25	75 25	90 25	100 25	110 25	125 25	150 25
" 25	30 25	35 30	35 30	40 30	45 30	50 30	60 30	70 30	80 30	90 30	100 30	110 30	125 30	150 30
" 30	35 30	40 35	40 35	45 35	50 35	60 35	70 35	80 35	90 35	100 35	110 35	125 35	150 35	180 35
" 35	40 30	40 40	40 40	45 40	50 40	60 40	70 40	85 40	100 40	125 40	145 40	165 40	175 40	200 40
" 40	45 30	45 40	45 40	50 45	55 45	65 45	75 45	85 45	100 45	125 45	150 45	175 45	200 45	225 45
" 45	50 30	50 40	50 40	55 50	60 50	70 50	80 50	90 50	100 50	125 50	150 50	175 50	200 50	225 50
" 50	55 35	55 45	55 45	60 55	65 55	75 55	85 55	100 55	110 55	125 55	150 55	175 55	200 55	225 55
" 55	60 35	60 50	60 50	65 60	70 60	80 60	90 60	100 60	110 60	125 60	150 60	175 60	200 60	225 60
" 60	65 35	65 50	65 50	70 65	75 65	85 65	95 65	105 65	115 65	130 65	155 65	180 65	205 65	230 65
" 65	70 35	70 50	70 50	75 70	80 70	90 70	100 70	110 70	120 70	135 70	160 70	185 70	210 70	235 70
" 70	75 40	75 50	75 50	80 75	85 75	95 75	105 75	115 75	125 75	140 75	165 75	190 75	215 75	240 75
" 75	80 40	80 50	80 50	85 80	90 80	100 80	110 80	120 80	130 80	145 80	170 80	195 80	220 80	245 80
" 80	85 40	85 50	85 50	90 85	95 85	105 85	115 85	125 85	135 85	150 85	175 85	200 85	225 85	250 85
" 85	100 40	100 50	100 50	105 100	110 100	120 100	130 100	140 100	150 100	165 100	190 100	215 100	240 100	265 100

When the rate per 100 lbs. is \$2 or more, charge pound rates for 50 lbs. or over; but the charge on a package less than 50 lbs. in weight must not be greater than the charge for 50 lbs. If less than \$2 per 100 lbs. graduated charge must be made; but the charge for a shipment at a rate of less than \$2 per 100 lbs., shall not be more than the charge on the same shipment when the rate is \$2 or more per 100 lbs.

GRADUATED EXPRESS CHARGES FOR PACKAGES WEIGHING LESS THAN 100 POUNDS.

When the rate between two points is given below, use the next higher rate for making price.

WHEN RATE IS	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	20.00
Pkgs, not over.....	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 25	1 lb 30	1 lb 30	1 lb 35	1 lb 35	1 lb 35	1 lb 35	1 lb 40
Over 1 lb.	2 30	2 30	2 30	2 30	2 30	2 30	2 30	2 30	2 35	2 35	2 40	2 40	2 40	2 45	2 50
" 2	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 45	3 50	3 50	3 50	3 50	3 60
" 3	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 65	4 65	4 65	4 75	4 80
" 4	5 70	5 70	5 70	5 75	5 75	5 75	5 75	5 75	5 80	5 80	5 85	5 85	5 85	5 90	5 100
" 5	7 90	7 95	7 100	7 100	7 100	7 100	7 100	7 100	7 100	7 110	7 115	7 115	7 115	7 125	7 150
" 7	10 100	10 115	10 120	10 125	10 125	10 130	10 130	10 130	10 130	10 135	10 140	10 140	10 140	10 150	10 200
" 10	15 115	15 130	15 135	15 140	15 140	15 145	15 145	15 145	15 150	15 155	15 160	15 160	15 160	15 170	15 200
" 15	20 130	20 145	20 150	20 155	20 155	20 160	20 160	20 160	20 165	20 170	20 175	20 175	20 175	20 185	20 200
" 20	25 150	25 165	25 170	25 175	25 175	25 180	25 180	25 180	25 185	25 190	25 195	25 195	25 195	25 205	25 250
" 25	30 175	30 190	30 195	30 200	30 200	30 205	30 205	30 205	30 210	30 215	30 220	30 220	30 220	30 230	30 300
" 30	35 200	35 215	35 220	35 225	35 225	35 230	35 230	35 230	35 235	35 240	35 245	35 245	35 245	35 255	35 300
" 35	40 225	40 240	40 245	40 250	40 250	40 255	40 255	40 255	40 260	40 265	40 270	40 270	40 270	40 280	40 300
" 40	45 250	45 265	45 270	45 275	45 275	45 280	45 280	45 280	45 285	45 290	45 295	45 295	45 295	45 305	45 350
" 45	50 250	50 265	50 270	50 275	50 275	50 280	50 280	50 280	50 285	50 290	50 295	50 295	50 295	50 305	50 350

EXPRESS CIRCULAR No. 6.

OFFICE OF THE MISSISSIPPI RAILROAD COMMISSION,
JACKSON, MISS., December 5th, 1894.

The "Graduated Rate Tables," as revised by the several Express Companies doing business in this State, including the American and Southern Express Companies, shall apply to local business except as modified by the Order of the Railroad Commission, made May 16, 1893, which Order is as follows:

1st. "Packets not exceeding five pounds in weight or five dollars in value, between any two points on the line of either the Southern Express Company or the American Express Company, in this State, will be carried for a sum not exceeding twenty-five cents, and when such package goes over the lines of both of said companies the combined charge shall not exceed thirty cents, to be divided equally between the two companies."

2d. "Packages over five pounds and not over ten pounds in weight, not bulky, or twenty (\$20) dollars in value, between any two points on either the lines of the Southern Express Company or the American Express Company, will be carried for a sum not exceeding the following table of charges, viz:

OVER ONE LINE.

1 to 10 miles.....	25
11 to 25 miles.....	30
25 to 50 miles.....	30
51 to 100 miles.....	35
101 to 150 miles.....	40
151 to 200 miles.....	40
201 to 250 miles.....	40
251 to 300 miles.....	50
301 to 350 miles.....	50
351 to 400 miles.....	50
401 to 500 miles.....	50

When carried over two or more railroads, price to be as follows:

25 to 50 miles.....	40
51 to 100 miles.....	50
101 to 150 miles.....	50
151 miles and over.....	60

All express matter shall be delivered by the local agent at such offices as are designated as "Delivery Offices" by the Railroad Commission, as well as such other offices as may be designated by the said Express Companies in the territory of each of them respectively.

Copies of this circular, in printed form, shall be furnished by the Secretary of the Commission to the Superintendents of the several Express Companies in this State, and their local agents shall post the same conspicuously in their respective offices for the information of the public.

JNO. D. McINNIS, President.
A. Q. MAY,
J. C. KINCANNON,

JNO. A. WEBB, Secretary.

DEMURRAGE RULES.

FIXED BY THE MISSISSIPPI RAILROAD COMMISSION GOVERNING
CAR SERVICE IN THIS STATE.

EFFECTIVE MAY 10, 1898.

RULE 1.

*Railroad Companies to Give Prompt Notice of
Arrival of Goods.*

Railroad companies shall give prompt notice, by mail or otherwise, to consignee of arrival of goods, together with weight and amount of freight charges due thereon; and when goods or freight of any kind in car load quantities arrive, said notice must contain letters or initials of the car, number of the car, net weight, and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if the goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed, unless legal notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company.

RULE 2.

Definition of Legal Notice.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time begins at 7 o'clock A. M. on the day after such notice has been given. Constructive notice referred to consists of *posting notice by mail to the consignee*; provided, however, that if in any case, where notice of arrival is given by mail, the consignee will make oath that neither he, his agents or employees, have received such notice, then no demurrage charge shall be made until after legal notice, as above specified, is given.

RULE 3.

Charge of Package Freight After Expiration Limit.

All package freight unloaded in depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within forty-eight (48) hours (not including Sundays or legal holidays), computed from 7 o'clock A. M., on the day following the day of legal notice of arrival, may be subject thereafter to a charge of storage for each day, or fraction of a day, that it may remain in the custody of the railroad company, as follows:

In less than car load quantities, not more than one cent per hundred pounds per day.

In car load quantities, not more than ten (10) cents per ton of two thousand (2,000) pounds per day.

RULE 4.

Demurrage on Loaded Cars—How Assessable.

Loaded cars, which by consent and agreement between the railroad and consignee, that are to be unloaded by consignee, such as bulk meat, bulk grain, hay, cotton seed, lumber, lime, coal, coke, sand, brick, stone and wood, and all cars taking track delivery, which are not unloaded from the cars containing same within forty-eight (48) hours (not including Sundays or legal holidays) computed from 7 o'clock A. M. of the day following the day legal notice of arrival is given, and the car or cars are placed accessible for unloading, may be subject thereafter to a charge of demurrage of one dollar per car for each day, or fraction of a day, that said car or cars remain loaded in the possession of the railroad company; it being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes, on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct the unloading of the same, the consignee shall not be chargeable with the delay caused thereby; provided, further, that when any consignee shall receive four or more cars during and one day loaded with lumber, laths, shingles, wood, coal, coke, lime, ore, sand or bricks, and all cars taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company, until after the expiration of seventy-two (72) hours.

RULE 5.

Shipment to Consignors or Order.

When consignors ship goods consigned to themselves or order, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receive the same or not.

RULE 6.

Authority to Store Property.

Railroad companies are authorized to store such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

RULE 7.

Shipper to be Paid when Road Fails to Deliver within Limit of Time.

When any railroad company fails to deliver freights at the depot, or to place loaded cars at an accessible place for unloading, within forty-eight (48) hours; (not including Sundays or legal holidays), computed from 7 o'clock A. M., the day after the arrival of the same, the shipper or consignee shall be paid one dollar per day for each day said delivery is so delayed.

RULE 8.

Not Assessable During Inclement Weather.

Whenever the weather during the period of free time is so severe, inclement or rainy, that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional time. This rule applies to the state of the weather during business hours.

RULE 9.

No Discrimination in Charges Allowed Between Persons or Places.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar devise will be allowed.

If demurrage is collected by a railroad company at one point on its line, it must collect at all places on its line of those liable under the rules of this Commission. Provided, that the Commission shall hear and grant applications to suspend the operation of this rule whenever justice shall demand this course.

RULE 10.

Improper Directions and Excessive Loading - Cars Must be Promptly Forwarded.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar per car for each day, or fraction of a day said car or cars are so detained or held. Likewise, when cars are properly loaded, and shipping instructions given, the railroad agent must immediately issue bills of lading therefor; and if said car or cars are detained or held, and not carried forward within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar per car for each day, or fraction of a day that said car or cars are thus detained or held.

RULE 11.

No other charges shall be made for storage or demurrage, except as provided in the foregoing rules.

RULE 12.

These rules apply only to places where car service rules are in operation.

RULE 13.

When both cars and tracks are owned by the same party, no charge for demurrage will be made. When private cars are detained on the tracks of other firms or individuals, or on the tracks belonging to or operated by members of this Association, or cars belonging to the latter upon private tracks, the established charge will apply.

JOHN D. MCINNIS,
President.

A. Q. MAY,
J. C. KINCANNON,
Commissioners.

Attest:
JOHN A. WEBB,
Secretary.

PASSENGER RULES.

PASSENGER RATES { By Order Commission 3 Cents.
 { By Charter 4 Cents.

Passenger Rates where Tickets are Procured.

1. The maximum rate for transportation of passengers in this State is 3 cents per mile, where tickets are procured; or from stations where tickets cannot be had.

2. Ten cents is fixed as the minimum charge where tickets are procured, between stations at which the train taken stops regularly; and 15 cents between stations where one, or both, is a flag station.

Passenger Rate where Fare is Paid to Conductor.

3. Railroads are authorized to collect 4 cents per mile from passengers paying their fare to conductors, except in cases where no opportunity to purchase tickets has been afforded by the road.

4. For 5 miles or less, where fare is paid to conductors, the charge may be 20 cents.

FREIGHT RULES.

Rules and Regulations Adopted by the Railroad Commission of the State of Mississippi.

Rule 1. The freight rates fixed by the Commission are maximum rates, which shall not be transcended by the railroads; they may, however, carry at less than the rates fixed, provided that if they carry for less for one person, they shall, for the like service, carry for the same lessened rate for all persons, except as mentioned hereafter; and if they adopt less freight rates from one station, other than the rates fixed by the Commission, then they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when, from any point in this State, there are competing lines of transportation, any railroad, at such competing point, may make rates below the tariff fixed by the Commission, to meet such competition, without making a corresponding reduction along the line of road.

Rule 2. Each railroad company shall make a printed table of differences between its respective stations, by name, which shall be posted conspicuously in the waiting room of its respective depots, near the schedule and tariff of charges for the transportation of freight and passengers, and when any reduction of freight is made in accordance with the preceding rule, prompt notice shall be given to the Railroad Commission, and the reduced rates shall also be posted as above required.

Rule 3. There shall be no secret reduction of rates; and no rebate, bonus, drawback, or other advantage, in any form, shall be given, either directly or indirectly, upon shipments made or service rendered, to any person, not allowed to all other persons (except as allowed by rules and regulations established by the Commission), but the rates shall be uniform to all, and public.

Rule 4. None of the rules or regulations established by the Commission shall be so construed as to prevent any railroad company from transporting freight and persons free of charge or at reduced rates, for any religious, charitable, or benevolent purpose, or for any industrial exposition, fair or association of a public nature, or for transporting immigrants into this State, or persons prospecting with a view of locating or bringing immigrants into this State, or for pleasure excursions.

Rule 5. The rates specified for ores, sand, clay, rough stone, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood and coal, corn and other cereals, fruit and vegetables raised on line of road in this State, and shipped to market—and fertilizers, straw, shucks, hay, fodder, tan bark, turpentine, rosin, tar, household goods, and articles manufactured in this State, on or near the line of road in this State, and for material used in such manufacture, are maximum rates; but the roads are left free to reduce them at discretion, and all such rates are exempted from the operation of Rule 1.

Rule 6. The rate charged for freight service by regular passenger trains may be double that for first-class freight by ordinary freight trains, but the railroad companies are not compelled to transport by passenger trains such freight as is not proper to be carried by such trains.

Rule 7. Railroad companies doing business in this State shall issue freight receipts to parties paying freight charges, which shall state the class and rate of freight, and shall also contain an itemized statement showing charges on other roads, respectively and separately from its own, if any.

Rule 8. In the application of the prescribed tariff, a ton is 2,000 pounds; a car load is 20,000 pounds; and any excess over the car load weight may be charged for at car load rates; except where the classification for less than car loads specifies a lower rate, and then such lower rate shall govern.

Rule 9. Any railroad company chartered under the laws of this State, and operating therein, whose line extends beyond the limits of this State, shall, as to freight shipped from points without the State to points within, or as to that which is carried from within to points without, make no discrimination in charges on any part of its line against the shipper or consignee within this State; but the amount charged by any such railroad company for transportation of such freight over any part of its line within the State, shall bear the same proportion to the total amount charged, as such part of the line does to the entire distance carried, and shall not exceed the maximum rates fixed by this Commission for such railroad company.

Rule 10. Five miles is fixed by the Commission as the limit for change of freight rates, from 10 to 100 miles, and ten miles is fixed as the limit for change of freight rates from 100 miles to 250 miles, and twenty-five miles limit for change of freight rates for all distances above 250 miles.

Rule 11. Connecting roads may pro rate as they may agree on freight rates, where freight passes over more than one line; provided, the total charged is within the maximum limit fixed by the Commission.

Rule 12. The law requires "that any railroad company doing business in this State upon the occurrence of any accident to a train, attended with serious personal injury, on any portion of its line within the limits of this State, give notice of the same to the Railroad Commission." The Commission requires that this notice shall be given at once to the Clerk of the Commission, at Jackson, Mississippi, by telegram, from conductors, station agents, engineers, superintendents, or any other officer of the road cognizant of the accident.

Rule 13. Where a railroad crosses a highway, the company shall make proper and easy grades, so that the road may be conveniently crossed by such travel as usual along such highway, and such crossing shall be kept in good order by the railroad.

Rule 14. All complaints made to the Railroad Commission of alleged grievances, on account of excessive charges, or unjust discrimination, or for any violation of the rules and regulations in regard to the same, or of any laws relating to the supervision of railroads, are required by law to be made in writing, and in duplicate, and they must plainly and distinctly set forth the grounds or several grounds of complaint, stating and numbering each cause of complaint.

Rule 15. Minimum Shipments. No single shipment is required to be taken for a less sum than 25 cents, when the distance is 100 miles or less, or for a less sum than 40 cents, when the distance is over 100 miles.

Rule 16. When rates are fixed by Railroad Commissions, as authorized by Rule 5, such rates or "Specials," as well as other special rates, shall be filed before promulgation with the Railroad Commission.

CIRCULARS.

MISSISSIPPI RAILROAD COMMISSION.

Circular No. 81 Supersedes Circulars Nos. 35, 50, 54, 59, 63, 66 and 75. The Attention of Managers, Superintendents, the Employees of all Railroads, and the General Public is called to the following:

1. Section 4295, Code of 1892, provides that railroads shall keep tariffs, circulars, etc., posted in the manner prescribed and designated by the Commission. The failure of railroads or any common carrier to do this will subject them to a fine, in each case, of twenty-five dollars.

2. The Commission will, from time to time, as far as practicable, visit stations to see that all rules and regulations are enforced.

3. The Commission will entertain complaints that may be presented relative to insufficient depot storage, platform facilities for freight, and will make such orders thereon as the public convenience demands.

4. Railroad companies are required to keep their reception rooms comfortable and open to passengers awaiting transportation at reasonable times, and under authority conferred by law the Railroad Commission has promulgated the following rules in reference thereto:

(a.) At railroad stations where the passenger waiting rooms are provided for the races, it is made the duty of depot agents, station masters and all employes of the company to exclude from each room set apart for one race all persons of another, and it shall be the duty of railroad companies, by printed or painted signs, at or on the door of each waiting room, to properly designate the same.

(b.) No disorderly conduct shall be tolerated in passenger waiting rooms, nor loafers and vagabonds allowed. All peace officers, and especially municipal officers, are urged to co-operate with the railroad station agent in suppressing disorderly conduct, by the prompt arrest of the guilty parties. Station agents are by law the conservators of the peace, with power to arrest and deliver to the custody of the most convenient and proper officers, all persons guilty of disorderly conduct, or loafers or vagabonds, frequenting waiting rooms, when not there as passengers, and all such persons are subject to fine and imprisonment.

(c.) All passenger waiting rooms shall be open during the day, at least one hour before, and one-half hour after the arrival of trains authorized to carry passengers.

(d.) At telegraph stations where there is a night operator, the passenger waiting room shall be opened for passengers arriving at depot or departing, at any time during the night, and shall be provided with lights, and in winter comfortable fires.

(e.) At stations other than telegraph stations having no night operators, where passenger trains arrive or depart during the night, the waiting room shall be opened, provided with lights, and in winter with fires at least one hour before the arrival of each passenger train scheduled to stop at such station, and remain open at least one-half hour after departure of same.

5. The agent or person in charge of any station shall preserve order, and if necessary eject any person whose conduct is boisterous or offensive. Every failure to comply with statute subjects the railroad company to a penalty of five hundred dollars, for which suit will be brought by the Railroad Commission in each case reported where the violation is wilful.

6. It is the duty of agents and telegraph operators to keep posted bulletin boards, showing time of arrival and departure of trains carrying passengers, designating whether trains are "on time," or "late;" if late, how much so; and for failure to do so, the agent or operator is liable to a fine of fifty dollars. It is the duty of railroad companies to see that this requirement is carried out, and they are also liable to a fine for any failure thereof.

7. It is by law the duty of railroad companies to furnish a sufficient number of passenger cars to comfortably accommodate and seat passengers, and for any failure to do so, the Railroad Commission is empowered to entertain petitions (in writing) of persons to complain.

8. Conductors of trains are by law conservators of the peace, with power to arrest passengers guilty of disorderly conduct, or using obscene or vulgar language, or playing cards or other games of chance for money or other things of value on his train, and to eject such passengers, and deliver them to the most convenient officer; and any passenger so guilty, is liable to fine and imprisonment.

9. The Railroad Commission is empowered to entertain complaints by petition of any insecure bridge, trestle, tunnel or roadbeds, and to inspect the same, and make recommendation thereto.

10. Any person tearing down, or mutilating any tariff, classification, circular, or rules and regulations posted by railroad companies, or established by the Railroad Commission, is subject to a fine of fifty dollars, or thirty days imprisonment.

11. One copy of this circular must be kept posted in each passenger waiting room (both white and black) in this State.

12. Every citizen is urgently requested to communicate to the Commission, in writing, instances where the law is disregarded, of which he has knowledge, in order that proper steps may be taken to secure its enforcement and collection of the penalty, in cases of persistent and wilful violation.

13. All complaints or petitions made to the Railroad Commission must be made in writing

JOHN D. MCINNIS,
President.

A. Q. MAY,
J. C. KINCANNON,
Commissioners.

JOHN A. WEBB,
Secretary.

Office of Railroad Commission,
Jackson, Miss., March 20, 1899.

Telegraph Circular No. 3.
Supersedes Circular Nos. 1 and 2.

1. No telegraph company shall charge or collect more than 25 cents for any message of ten words or less, exclusive of date, address and signature, between any two points within the limits of this State on its lines, nor more than two cents on each additional word on a day message, nor more than one cent for each additional word on a night message; and no additional charge shall be made for repeating a message; that is, telegraphing back to originating office for comparison.

2. No telegraph company shall discontinue an office once established, without the consent of the Railroad Commission.

3. That joint rates be fixed at 35 cents for a message going over any two lines within the State of Mississippi, not exceeding ten words, and two cents for each additional word in excess thereof.

4. That offices in the State known and designated as joint offices, or where the operator is jointly the operator for the telegraph and railroad companies, may close at 7 P. M. and open at 7 A. M., and on Sundays the office hours may be from 8 A. M. to 10 A. M., and from 4 P. M. to 6 P. M.

5. A copy of this circular shall be posted in some conspicuous place in each telegraph office in Mississippi, for the information of the public.

JOHN D. MCINNIS,
President.

A. Q. MAY,
J. C. KINCANNON,
Commissioners.

JOHN A. WEBB,
Secretary.

LAWS RELATING TO RAILROAD SUPERVISION.

CHAPTER 112, ANNOTATED CODE OF STATUTE LAWS OF MISSISSIPPI, 1892.

Not to Run at a Rate Over Six Miles an Hour in Cities, Etc. Damages For.

Section 3546. Any railroad company, having the right of way, may run locomotives and cars, by steam, through cities, towns and villages, at the rate of six miles an hour, and no more; and if, in passing through any city, town or village, a locomotive or car should be run at a greater rate of speed, the company shall pay one hundred dollars, to be recovered by suit, in the name of the city, town or village, and for its use; and the company shall be liable for any damages or injury which may be sustained by any one, from such locomotive or cars, whilst they are running at a greater speed than six miles an hour through any city, town or village. (Amended, see Chapter 68, Acts 196.)

The Legislature can rightfully regulate the speed of trains in passing through cities, towns and villages; and the exercise of such power does not violate charter rights.

Mobile R. R. Co. v. State, 51 Miss., 137.

Under the Section, a railroad company is liable for stock killed by its locomotives running in a town at a greater speed than six miles an hour, although the engine be checked when the animal is seen, and strike it when running at a less rate.

New Orleans R. R. Co. v. Toulme, 59 Miss., 248.

If a locomotive be running through a city at a rate less than six miles an hour when animals jump into a trestle and render a collision inevitable, the speed may be increased, notwithstanding the law, in order to strike with such momentum as to knock them off, and avoid throwing the train from the bridge.

Chicago R. R. Co. v. Jones, 59 Miss., 465.

But it is no defense, of itself, that the moment of collision the train was running less than six miles an hour.

Illinois R. R. Co. v. Jordan, 63 Miss., 458.

This Section does not embrace employes among those to whom a right of action is given.

Dowell v. Vicksburg R. R. Co., 61 Miss., 519.

The Section does not deprive the railroad company of showing contributory negligence on plaintiff's part as a defense; and an instruction in the language of the Statute is misleading, which omits the idea of contributory negligence.

Vicksburg R. R. Co. v. McGowan, 62 Miss., 682.

Mobile R. R. Co. v. Stroud, 64 Miss., 784.

The Sections refer to incorporated cities, towns and villages only; evidence that the accident occurred in an unhabited part of the town is inadmissible.

Illinois R. R. Co. v. Jordan, 68 Miss., 458.

"Scaring a mare," which the engine or train does not strike, is not within the Section; the injury must be inflicted by "running" of the train.

Illinois R. R. Co. v. Weathersby, 68 Miss., 581.

Bell and Whistle. When to Give Alarm, Etc.

3547. Every railroad company shall cause each locomotive engine run by it to be provided with a bell of at least thirty pounds weight, or a steam whistle, which can be heard distinctly at a distance of three hundred yards, and shall cause the bell to be rung, or the whistle to be blown, at the distance of at least three hundred yards from the place where the railroad crosses over any highway or street, and the bell shall be kept ringing, or the whistle shall be kept blowing, until the engine has stopped, or crosses the highway or street.

Running, Flying, Walking or Kicking Switch.

3548. It shall not be lawful for any railroad company or other person to switch a railroad car in the manner commonly known as a "flying," "running," "walking" or "kicking" switch, within the limits of a municipality; and in case of injury resulting to any person or property from switching, in violation of this Section, the railroad company shall be liable in damages, without regard to mere contributory negligence of the party injured.

Backing Into or Along a Passenger Depot.

3549. It shall be unlawful to back a train of cars, or part of a train, or an engine, into or along a passenger depot at a greater rate of speed than three miles an hour; and every such train, part of train or engine, backing into or along a passenger depot, and within fifty feet thereof, shall, for at least three hundred feet before it reaches, or comes opposite to such depot, be preceded by a servant of the railroad company, on foot, not exceeding forty, nor under twenty feet in advance, to give warning; for every injury inflicted by a railroad company while violating this Section, the party injured may recover full damages, without regard to mere contributory negligence.

To Stop all Passenger Trains at County Seats.

3550. Every railroad shall cause each and all of its passenger trains to stop for passengers at all County Seats at which it has a depot, at the discretion of the Railroad Commission.

Not to Obstruct Highways.

3551. Every railroad company, upon stopping any train at a place where such railroad shall cross a highway, shall so uncouple

its cars as not to obstruct travel upon such highway for a longer period than five minutes; and it shall, upon stopping a train at a place where the railroad is crossed by a street, so uncouple the cars as not to obstruct travel thereon for a longer period than shall be prescribed by ordinance of the city, town or village. A failure to observe this, and the four last preceding Sections, shall cause a railroad company to be liable to a fine of fifty dollars for each offense.

"Look Out for the Locomotive."

3552. Every railroad company shall cause a board to be erected and kept up, upon a post or frame sufficiently high, at every place where the railroad may cross a highway, with this inscription: "Look out for the Locomotive." Or this: "Railroad Crossing." And, on failure to observe this, such company shall be liable to a fine of fifty dollars for each failure, and such an offense shall be cognizable before any Justice of the Peace of the County. A failure to erect the board, as directed, shall be deemed to have occurred once every day the company may continue so to fail or neglect to have the same set up after two days notice to any agent or section master, and the company shall be liable to any party injured by such failure or neglect, for all damages that he may have sustained thereby.

²²The word "highway," as used in the Section, means a public road in the country, not a street in a city, town or village.

Mobile R. R. Co. vs. State, 51 Miss., 137.

Warning Strings.

3553. At each point where a railroad track passes under a bridge or other overhanging object, the railroad company shall erect, or cause to be placed, at a distance of not less than one hundred feet, nor more than two hundred and fifty feet, from the bridge or other overhanging object, and on both sides thereof, the contrivance usually called "warning strings;" to be constructed by stretching a wire or rope across the track at least four feet higher than the lowest projection of the bridge or other overhanging object, and suspended therefrom, over the track for two feet, on either side thereof, loose strings or ropes to extend down at least one foot lower than the lowest projection of the bridge or other overhanging object, and to be not more than three inches apart, so as to warn brakemen and others on top of the cars if they be in danger from the bridge or other overhanging object. For a failure to comply with this Section, a railroad company shall be liable for any injury or death caused by the bridge or overhanging object, notwithstanding the contributory negligence of the person injured or killed, and shall also be liable to a penalty of one hundred dollars per month for each bridge or other overhanging object not so provided, to be recovered by the County, at the suit of any person who will sue for the same.

Enclosures Around Depôts.

3554. A railroad company may erect an enclosure around a depot where the public safety requires it, to prevent persons other than travellers from coming near the locomotive and cars, and may exclude from within such enclosure all persons, except passengers.

Highway Crossings and Bridges.

3555. Where a railroad is constructed, so as to cross a highway, and it be necessary to raise or lower the highway, it shall be the duty of the railroad company to make proper and easy grades in the highway, so that the railroad may be conveniently crossed, and to keep such crossing in good order: and it shall be the duty of the company to erect and keep in order all bridges on any highway, at such points as bridges may be necessary to cross the railroad; and any company which shall fail to comply with these provisions, shall forfeit the sum of one hundred dollars, to be recovered by an action in the name of the County in which the crossing or bridge is situated.

*Liability for Negligence, Mismanagement, Etc.
Freight Train Passengers.*

3557. Every railroad company shall be liable for damages which may be sustained by any person, in consequence of the neglect or mismanagement of any of its agents, engineers or clerks, or for the mismanagement of its engines; but for injury to any passenger upon a freight train not being intended for both passengers and freight, the company shall not be liable, except for the gross negligence or carelessness of its servants.

A party can recover for damages to stock by railroad only when it results from "mismanagement" or "neglect" of the company's agents or servants.

New Orleans R. R. Co. v. Enochs, 42 Miss., 603.

Raiford v. Mississippi R. R. Co., 43 Miss., 33.

Memphis R. R. Co. v. Blakeney, 43 Miss., 218.

Memphis R. R. Co. v. Orr, 43 Miss., 279.

This Section does not embrace employes of the railroad company. (They are provided for in one after the next one.)

New Orleans R. R. Co. v. Hughes, 49 Miss., 256.

A passenger on a freight train not intended for passengers as well as freight, can only recover where his injuries resulted from gross negligence or carelessness of the company's servants.

Perkins v. Chicago R. R. Co., 60 Miss., 726.

The Statute is not declaratory of the common law.

Mobile R. R. Co. v. Gray, 62 Miss.

Not to Collect More Than, Etc.

3558. It is unlawful for a railroad company to collect more than the regular fare charged for a ticket between the same points, from a passenger who boards the train at a depot or other place at which the company does not offer tickets for sale.

Fellow-Servant Rule.

3559. Every employe of a railroad corporation shall have the same rights and remedies for an injury suffered by him from the act or omission of the corporation or its employes, as are allowed

by law to other persons not employees, where the injury results from the negligence of a superior agent or officer, or of a person having the right to control or direct the services of the party injured, and also when the injury results from the negligence of a fellow-servant engaged in another department of labor from that of the party injured, or of a fellow-servant on another train of cars, or one engaged about a different piece of work. Knowledge by an employe injured of the defective or unsafe character or condition of the machinery, ways or appliances, shall not be a defense to an action for injury caused thereby, except as to conductors or engineers in charge of dangerous or unsafe cars, or engines, voluntarily operated by them. Where death ensues from an injury to an employe, the legal or personal representative of the person injured shall have the same rights and remedies as are allowed by law to such representatives or other persons. Any contract or agreement, express or implied, made by an employe to waive the benefit of this Section, shall be null and void; and this Section shall not deprive an employe of a corporation, or his legal or personal representative of any right or remedy that he now has by law.

Compelling Railroads Not to Consolidate.

3560. It shall be unlawful for any railroad company to consolidate with a parallel or competing railroad company, or to allow its affairs to be, in any manner, managed, regulated or controlled by any such parallel or competing railroad company; or permit its affairs to be managed, regulated or controlled by the same person or persons who manage, regulate or control the affairs of such competing or parallel railroad company, under penalty of a forfeiture of its charter and franchises, and a penalty of ten thousand dollars.

Stock Gaps and Cattle Guards.

3561. It is the duty of every railroad company to construct and maintain all necessary or proper stock gaps and cattle guards where its track passes through enclosed land, and to make and maintain convenient and suitable crossings over its tracks for necessary plantation roads. For any failure so to do, the railroad company shall be liable to pay two hundred and fifty dollars, to be recovered by the person interested.

Equal, but Separate, Accommodations for the Races.

3562. Every railroad carrying passengers in this State shall provide equal, but separate accommodations for the white and colored races, by providing two or more passenger cars for each passenger train, only dividing the passenger cars by a partition to secure separate accommodations; and the conductor of such passenger train shall have power, and is required to assign each passenger to the car, or the compartment of a car, used for the race to which such passenger belongs; and should any passenger refuse to occupy the car to which he or she is consigned by the conductor, the conductor shall have power to refuse to carry such passenger on the train, and such refusal neither he nor the railroad company shall be liable for damages in any Court. (For additional penalties, see Section 1270, Crimes and Misdemeanors.)

" The Section, so far as it applies to passengers travelling wholly within the State, is constitutional, and does not violate Section 8, Article 1, of the United States Constitution, conferring on Congress the power to regulate commerce between the States.

Louisville R. R. Co. v. State, 66 Miss., 662.

The decision was affirmed by the Supreme Court of the United States.

Louisville R. R. Co. v. Mississippi, 118 U. S., 587.

Disorderly Conduct on Train.

3563. If any passenger be guilty of disorderly conduct, or a breach of the peace, or use of any obscene, profane or vulgar language, or play any game of cards, or other game of chance, for money, or other thing of value, or sell, or offer for sale, a lottery ticket, upon any passenger train, the conductor of the train may stop at the place where the offense is committed, or at next stopping place of the train, using only such force as may be necessary to accomplish the removal, and the conductor may command the assistance of the employees of the company, and the passengers on the train, to assist in the removal; and the conductor may cause any person violating the law to be detained and delivered to the proper authorities.

The conductor, in acting as authorized by the Statute, or claiming to do so, is the servant of the company.

King v. Illinois R. R. Co., MS., October, 1891.

Rights of Shippers of Live Stock.

3564. A person who has chartered a car, for the purpose of transporting live stock, shall have the right to ship in the same car, at his own risk, different kinds of live stock. Amended, (See Chapter 62, Acts of 1896.)

How Purchasers of, Under Execution or Foreclosure Sales, to Organize—(Laws 1892, p. 47.)

3565. When any railroad shall be sold under execution, or under a deed of trust, or a decree of a Court enforcing a mortgage or other lien, the purchasers thereof, and their assigns and successors, shall be entitled to and invested with all the franchises, rights, powers, privileges and immunities, not inconsistent with the provisions of this chapter, appertaining to and possessed by the company or corporation whose property or franchises were sold; but an exemption from taxation contained in any charter, shall not pass to the purchaser.

The Purchaser to Form a New Corporation, Fix Capital Stock, Elect Directors, Etc.

3566. The said purchasers and assigns may meet and organize a new corporation under the provisions of this chapter, and have all the powers, franchises, rights, privileges and immunities provided herein, and none other, and may give it such name as may be

adopted; they shall fix the amount of the entire capital stock of the new corporation, as represented by the property and franchise bought, and otherwise organize, as provided in this chapter.

Mortgage for Deed of Trust Subordinate to Certain Claims.

3567. A mortgage or deed of trust conveying the income or future earnings of the rolling stock of a railroad company, shall not be valid against liabilities incurred by such company as a carrier of freight and passengers, or for damages sustained by persons or property.

Baggage of Passengers to be Received, Checked, Etc.

3568. It shall be the duty of every railroad company to receive any trunk or baggage, which the regulations of the company allow to be transported with every passenger, from any person, immediately upon his exhibiting a ticket over the road of the company, and immediately upon receiving the trunk or baggage, to issue to the owner a check for the same: and upon the arrival of the train at the station to which any trunk or baggage is checked, to put it off at a reasonably convenient place, to be provided for the deposit of baggage; and it is the duty of the railroad company to safely keep the trunk or baggage at the station until the owner thereof, or his agent, shall demand the same.

Double Damage for Injury or Loss of Baggage.

3569. If a railroad company carelessly or wilfully injure, or allow to be injured, or lost, any trunk or baggage, either by improper handling, or otherwise. it shall be liable to the owner in a sum of not less than double the amount of the actual damage.

Gauge; New Roads May Adopt.

3570. All railroads hereafter constructed in this State may adopt such width of gauge for their respective roads as the stockholders may determine.

The Same; Certain Existing Roads May Change.

3571. Any railroad company, the gauge of whose road is not the standard, may change the gauge to the standard gauge whenever a majority of the capital stock of the company voted at any regular meeting of the stockholders may direct.

How Railroad Corporations May be Chartered.

3572. Persons desiring the creation and organization of a railroad corporation, may prepare an application therefor, in writing, addressed to the Governor, in which they shall declare:

(a) The names, residence and post office address of each of the applicants.

(b) The terminal points of the proposed railroad; and if either, or both, be without this State, the point at or near which the State line is proposed to be crossed.

(c) The line of the proposed railroad in this State.

(d) The name by which the corporation is to be known.

(e) The time within which it is hoped the railroad will be completed.

If the applicants be the purchasers of a railroad at an execution, judicial, deed, or in trust or mortgage sale thereof, they shall present, within their application, a certified copy of the conveyance under which they hold, and shall disclose, in addition:

(f) The facts of the purchase, the date thereof, when, where, and by what proceeding.

(g) The name of the former railroad company or corporation, with its location and termini.

(h) The amount of money paid for the property, and its real value, and the sum at which it is proposed to capitalize it.

The Same; What the Governor to do.

3573. Upon the receipt of the application, the Governor shall submit the same to the Attorney General, and obtain his opinion in writing, to be endorsed thereon, whether or not it be in conformity to law. If the opinion be that the application conforms to law, and the Governor believes that it is made in good faith, and with *bona fide* intention on the part of the projectors to construct, or cause to be constructed, or to operate a railroad, as defined in the application, and there be no valid objection thereto, he shall issue his proclamation, authorizing the persons to organize a railroad corporation.

The Same; Application and Proclamation Recorded.

3574. The application and the proclamation of the Governor shall be attached each to the other, and both shall be recorded in the Office of the Secretary of State, and also in the record of deeds of each County through which the projected railroad is to extend, at the expense of the projectors. The record in the Secretary of State's office shall be made before organization of the corporation, but that in the record of deeds may be made afterwards, but before any corporate action shall be taken in the County.

Organization.

3575. Upon the issuance of the proclamation by the Governor, authorizing him so to do, and its record in the Office of the Secretary of State, the projectors shall meet and organize, and shall fix the amount of the capital stock of the corporation, and divide the same into shares of one hundred dollars each, and elect a Board of Directors of such number as they may see fit; and the Board, when elected, may select a President and such other officers and agents as it may deem expedient, fix their duties and compensation, and adopt By-Laws.

The Same; Statement to be Filed, Etc.

3576. When organized the Board of Directors shall file in the Office of the Secretary of State a statement in writing, signed by

the Directors, and sworn to by one of them, showing the date of the organization, the amount of the entire capital stock, and the shares into which divided. The Secretary of State shall file and record the statement, and certify the fact under the great seal; and thereupon the company so organized shall be a body corporate under the name specified, and may exercise its powers as such; but before so doing in any County, the said certificate, or a certified copy of it, with the application and Governor's proclamation, shall be recorded in the record of deeds thereof.

Powers, Rights and Privileges.

3577. Every railroad corporation organized under the provisions of this chapter, shall have and exercise the following powers, rights and privileges, viz:

3578. First.—To Own and Sell Property, Etc. To have, hold, purchase, receive and enjoy real and personal estate, either in this or other States, or both, whether acquired by way of security, or in satisfaction of debts, or by donation, purchase, devise or otherwise, and the same, or any part thereof, to sell, rent, lease, mortgage, or otherwise dispose of or encumber, and to hold and enjoy real estate necessary for its purposes, in fee simple or otherwise.

3579. Second.—To Sue and be Sued; use Seal, Etc. To sue and be sued, to plead and be impleaded, and to have and use a common seal.

3580. Third.—To Build and Operate the Road, Etc.; Freight, Etc. To build and construct, and thereafter to use, operate, own, sell, and enjoy the railroad as specified and defined in the application of the projectors for its creation and organization, with one or more tracks, and to construct and operate such branches spurs and laterals thereto as may be necessary or proper to develop the country through which its main line may extend. Upon the location of branches, spurs or laterals, the company shall file in the Office of the Secretary of State a written statement, showing the line thereof; and to charge and collect reasonable compensation for the transportation of persons and property on its road.

3581. Fourth.—To Increase Capital Stock. To increase, from time to time, its capital stock, but never to exceed the amount actually expended by the company in constructions, completions, equipments, and additions to its railroad and property. And a stockholder shall not be liable for the debts of the corporation beyond the sum due for unpaid subscriptions.

3582. Fifth.—Stock, Bonds, Etc. To issue any part of its stock as preferred stock, and to fix the relative rights of common and preferred stock; and to issue such bonds and obligations as it may, from time to time, determine.

3583. Sixth.—To Determine Number of Directors, Officers, Etc. To determine the number of directors, and of officers and agents under them, and to fix the compensation, and prescribe the duties of each, and the terms of office of each.

3584. Seventh.—Executive Committee. To authorize the Directors to appoint an Executive Committee, with full power to act in their stead and place, at all times, when they are not in session.

3585. Eighth.—Books of Subscription, Etc. To open books of subscription to the capital stock of the company, and to call meetings of the stockholders for the election of Directors, and the performance of such other business as may be proper.

3586. Ninth.—To Secure Mortgage Bonds. To mortgage or convey in trust, from time to time, any or all of its property, real,

personal and mixed. then owned, or thereafter to be acquired, and also all or any of its rights, powers and privileges, liberties, immunities or franchises, whether then owned, possessed and enjoyed, or thereafter to be acquired, including its right to be a corporation, and under such deed or deed in trust, or mortgage to secure, execute and dispose of the mortgage bonds of the company, to such amounts, and maturing at such times, and bearing such lawful interest, as it may deem best; and to secure in a like manner, or in other way, the bonds and obligations of any other railroad company.

3587. Tenth—To Consolidate. To consolidate with any other railroad company, in or out of this State, with the consent of the Railroad Commission, upon such terms as the consolidating companies may agree upon, but a consolidation shall not be made with a parallel or competing road.

3588. Eleventh—To Lease, Etc. To lease its railroad, and all of its property and franchises, rights, powers, privileges and immunities, then owned, or thereafter to be acquired, or to lease other railroads, in or out of this State, not in either case parallel or competing lines, for a term of years.

3589. Twelfth—To do an Express or Telegraph Business. To do an express business over its own line or lines of railroad; and to acquire and put up, use and operate, a line or lines of telegraph along its lines, and to acquire, hold and enjoy all such property as may be proper, necessary or convenient in doing such express or telegraph business.

3590. Thirteenth—Right of Way Over State Lands. To enter upon, acquire and enjoy a right of way over and across any lands belonging to the State, the same not to exceed in width one hundred feet, and not to be appropriated or used save when the actual construction of the road has reached such State lands.

3591. Fourteenth—Right of Way Generally. To enter upon all lands, and to survey, lay out and construct a railroad thereon. But before so doing, it must contract and agree with the owner upon the price to be paid for the land, or its use, or with the administrator, executor or guardian, in case the owner be dead, be an infant, or person of unsound mind. Or it must condemn and acquire the same, if an agreement cannot be made, by the exercise of the right of eminent domain, as provided in the chapter on that subject. (See Sections 1679, 1700.)

3592. Fifteenth—Adjacent Lands. To enter upon lands adjacent to its right of way for the purpose of making, or repairing or changing the railroad, and to cut, quarry, dig, take and carry away any stone, wood or gravel, earth or other materials which may be necessary; but in all such cases it shall make compensation to the owner as agreed upon, or upon condemnation, as provided in the chapter on eminent domain.

3593. Sixteenth—Depot Grounds, Etc. To agree and contract, and to exercise the right of eminent domain to condemn lands necessary for depots, or other necessary and proper purposes.

3594. Seventeenth—To Cross Other Railroads, Etc. To cross, intersect, join or unite its railroad with any other railroad heretofore or hereafter constructed, at any points on their routes, and upon the ground of such other railroad company, with the necessary and proper turnouts, sidings, switches, and other conveniences, and to exercise the right of eminent domain for that purpose.

3595. Eighteenth—To Cross Water Courses, Etc. To construct, maintain or operate its railroad under, over and across any and all streams or bodies of water, whether navigable or not, which lie along or across its route, and to erect, use and maintain bridges

over the same; but whenever a navigable stream or body of water is crossed by a bridge, there shall be maintained a draw in the bridge sufficient to allow the passage of boats and water craft; and it may establish such transfers, landings, wharves, approaches and inclines, as may be convenient or necessary in transferring by boat, or other water craft, its freight, passengers, cars, and rolling stock, loaded or unloaded, upon and across any river or body of water; and it may own, use, operate and control, of itself, or with others, all of such steamboats, transfer boats, ferries or water craft as are or may be convenient in crossing such water, or plying therein, so as to develop trade over its line of railroad.

3596. Nineteenth—To Insure Persons and Property. To insure persons and property, or either, transported, or to be transported over its railroad, and all property coming, or about to come into its possession or control, for the purpose of transportation, or incident thereto, or for storage in any of its depots, storage houses or wharves.

3597. Twentieth—General Grant. To do and perform all and everything necessary to the exercise of the powers expressed, and to the accomplishment of the objects of its creation and organization.

How Powers to be Exercised.

3598. The powers conferred are to be exercised by a Board of Directors, and officers, agents and employes under them; and the Board of Directors are to be subject to the stockholders of the railroad company, who may meet as often as they shall determine; and they may remove any or all of the directors from office, elect other, and vacate and annul any By-Law, Order or Rule established, or Ordinance passed by the directors. Each share of stock shall entitle the holder to cast one vote at all meetings of the stockholders, which may be done in person, or by proxy, and as required by the Constitution. (See Section 194, Constitution.)

May Change its Lines, Etc.

3599. A railroad company chartered under this chapter may, after beginning the construction of its road, make all necessary or proper changes in its course or direction from that specified in the application for its incorporation, and may, by the consent of the Railroad Commission, change its terminal points.

Fictitious Stock Void, Etc.

3600. A railroad corporation shall not issue stocks or bonds except for money, labor done, or in good faith agreed to be done, or money or property actually received; and all fictitious increase of stock or indebtedness shall be void. (See Section 196, Constitution.)

SUPERVISION OF COMMON CARRIERS.

CHAPTER 184, ANNOTATED CODE OF STATUTE LAWS OF MISSISSIPPI.

The Railroad Commission; Election and Qualification of Members.

Section 4273. The Railroad Commission is continued, consisting of three members, one from each Supreme Court District, to be elected at the general elections, every four years, by ballot at large in the same manner as other State officers; the present incumbents are to hold office until the qualification of their successors, to be elected at the general election in 1895. The Railroad Commissioners shall each possess the qualifications prescribed for the Secretary of State; but shall not operate, own any stock in, or be in the employment of any railroad common carrier.

Commissioners not to Accept Favors; Penalty.

4274. Any Railroad Commissioner who shall, directly or indirectly, accept any gift, gratuity, emolument or employment from any person or corporation owning or operating any railroad, or from any other common carrier, during his continuance in office, shall forfeit his office, and may be impeached and removed from office for that cause, as well as for any of the causes specified by law for the impeachment of other State officers; and shall be subject to a criminal prosecution, and upon conviction shall be fined not less than one thousand dollars, nor more than ten thousand dollars, or imprisoned in the penitentiary not less than one year, nor more than ten years, or both. (See Section 4319.)

Organization; Oath and Bond.

4275. The Commissioners shall each take the oath of office, and execute bond in the penalty of ten thousand dollars, with two or more sufficient sureties, to be approved by the Governor, and filed in the Office of the Secretary of State; they shall then organize the Commission by electing one of their members President.

Quorum; Secretary; Office.

4276. Two members of the Commission are a quorum. There shall be a Secretary of the Commission, to be appointed by the Commission, by and with the advice and consent of the Senate, for

the term of the Commissioners. The Secretary must have the same qualifications as the Commissioners, and be subject to the same disqualifications and to like penalties, except that he shall not be liable to impeachment. He shall take the oath of office, and shall be removable at the pleasure of the Commission, and it may fill all vacancies until the Senate confirm a successor. The Commission shall keep an office in the Capitol, and the Secretary shall keep the office open, except when absent by the order or permission of the Commission.

Meetings; Minutes.

4277. The Commission shall meet at its office on the first and third Mondays of each month, and at such other times and places as its duties may require; and it may sit, from day to day, and from time to time: but any meeting may be pretermitted, not exceeding four in any year. It shall keep regular Minutes of its proceedings, which shall be a public record; and all orders, findings and acts of the Commission shall be entered on the Minutes.

Seal.

4278. The Commission shall have a Seal, having around the margin these words: "Mississippi Railroad Commission," and in the center such device as it may select. The acts of the Commission shall be authenticated by its Seal.

Administer Oaths; False Swearing Before, Perjury.

4279. The several members of the Commission, and the Secretary, may, in the discharge of their duties, administer oaths and take affidavits, and the Commission, and each member thereof, may examine witnesses under oath, in all matters coming before them; and if any person shall testify falsely, or make any false affidavit or oath, before the Commission, or before any of the Commissioners, or before any officer, to any matter coming before the Commission, he shall be guilty of perjury, and upon conviction thereof, shall be punished according to law.

Docket of Petitions, and Complaints.

4280. The Commission shall keep a docket of petitions and complaints, which shall be entered in regular order, and the docket shall be called at each regular meeting of the Board, and the cases thereon disposed of; or, if necessary, continued until the next meeting.

Notices to Railroads and other Common Carriers.

4281. All railroads and other common carriers are required to take notice of the time of making the returns and reports required by law. Railroads must be given ten days notice of the time and place at which any revision of its tariff of charges, or complaint concerning the same, will be considered. In all other cases of complaint against a railroad or other common carrier, the Commission shall give the party complained of such reasonable notice as it

may adjudge proper, but not less than five days. In other cases where notice is given, or required to be, or is proper to be given to any railroad or other common carrier, five days notice shall be sufficient; but where anything is required to be done, such reasonable time must be allowed therefor as the Commission shall deem proper.

Notice to Railroads, Etc., How Served.

4282. All notices given, or required to be given to, or served upon a railroad or other common carrier of passengers, freight or intelligence, shall be sufficiently served and executed upon any railroad or other carrier when deposited in the post office, postage paid, addressed to the railroad or other common carrier, or to chief or other officer of the railroad, or other carrier, at its principal place of business in this State, if any there be; and if not so deposited and addressed in the care of an officer, agent or employe of the railroad or other carrier, at an office, or place of business in this State of the railroad or other carrier, or it may be served upon any such officer, agent or employe, wherever found, by an officer, and due return hereof made, as if it were the process of a Court. In all cases where notice is given, or required to be given, and where the time of notice is not specified, five days notice shall be sufficient.

Orders and Decisions; How Served.

4283. All orders and decisions of the Commission, affecting any railroad or other common carrier, shall be certified to the railroad or other carrier, or to some officer, agent or employe, and served or executed in the same manner as notices to them are required to be served or executed.

Findings in Writing; Proof of; Effect of.

4284. All findings of the Commission, and the determination of every matter by it, shall be in writing, and proof thereof shall be made by a copy of the same, duly certified by the Secretary, under seal of the Commission; and whenever any matter has been determined by the Commission, in the course of any proceeding before it, the fact of such determination, duly certified, shall be received in all Courts, and by every officer in civil cases as *prima facie* evidence that such determination was right and proper; and the record of the proceedings of the Commission shall be deemed a public record, and shall, at all reasonable times, be subject to the inspection of the public.

Process for Witnesses; Penalty for Failure to Testify, Etc.

4285. In any matter of inquiry pending before the Commission, or any member thereof, subpoenas for witnesses, and subpoenas *juces tecum*, may be issued by the Secretary, under seal, or by any member without the seal, and shall be executed and returned by any sheriff, constable or marshal, under the like penalties of law for failure to execute and return the process of the Circuit Court; and if any person duly summoned to appear and testify before the Commission, or before any one or more of the Commissioners, shall

fail, or refuse to appear and testify, or to bring and produce as commanded, any book, paper or document, without a lawful excuse, or shall refuse to answer any proper question propounded to him by the Commission, or any of the Commissioners, or if any person shall obstruct the Commission, or one or more of the Commissioners, in the discharge of duty, or shall conduct himself in a rude, disrespectful or disorderly manner before the Commission deliberating in the discharge of duty, such witness or person shall be guilty of a misdemeanor, and upon conviction, shall be fined not less than fifty dollars, nor more than one thousand dollars.

Application to the Courts for Aid.

4286. The Commission may apply to the Circuit or Chancery Court, by proper proceeding, for aid in the enforcement of obedience to its process, and to compel compliance with the law and its lawful orders, decisions and determinations; and said Courts shall have jurisdiction to grant aid and relief in such cases, subject to right of appeal to the Supreme Court, by the party aggrieved.

Railroads and Public Highways; not Allowed to Discriminate; Extortion Defined.

4287. The track of every railroad, which carries persons or property for hire, is a public highway, over which all persons have equal rights of transportation for themselves and their property, and for passengers, freight and cars, on the payment of reasonable compensation to the railroad for such transportation; and if any railroad corporation, or person managing a railroad, shall demand and receive more than reasonable compensation for the services rendered in transportation of passengers or freight, or more than allowed by the tariff of rates fixed by the Commission, or by such person or corporation with its approval, or more than the rate specified in a bill of lading issued by authority of the railroad; or, if any railroad shall, for its advantage, or for the advantage of a connecting line, or for that of any person, locality or corporation, make any discrimination in transportation against any person, locality or corporation, unless authorized by the Commission, or if any railroad company shall charge more for a short haul than for a long one, under substantially similar circumstances and conditions, without the sanction of the Commission, such person or corporation, in either case, shall be guilty of extortion, and may be punished therefor criminally, besides being liable civilly.

Damages Recoverable.

4288. The party injured may recover of the person or corporation guilty of extortion, twice the amount of damages sustained by the overcharge or discrimination, as the case may be.

Punishment for Extortion.

4289. Any railroad which shall commit extortion, in rates or by discrimination, as defined herein, shall be guilty of a misdemeanor, and on conviction, shall be punished by a fine of not less than one hundred dollars; but the railroad cannot be punished criminally,

if its tariff of charges shall have been approved by the Commission; and if the charges complained of be not variant from that allowed thereby.

Tariff Submitted; Commission to Fix Rates.

4290. It is the duty of every railroad to furnish to the Commission its tariff of charges for transporting passengers and freight from point to point within, and from points without to points within, and from points within to points without the State, and including all joint tariffs with connecting lines; and the Commission shall revise such of said tariffs, as are not subject to the exclusive regulation of Congress, and determine whether or not, and in what particular, any of the charges are more than reasonable compensation for the services to be rendered, and whether or not discrimination be made improperly against any person, corporation or locality; and it shall require the proper corrections to be made; and when the tariffs have been corrected, the Commission shall append to each its certificate of approval; and the Commission shall fix and regulate tariffs of charges for all railroads which fail to furnish their tariffs as required. In revising, fixing and regulating charges for transportation, the Commission shall take into consideration the character and nature of the service to be rendered, and the entire business of the railroad, and its earnings from all kinds of traffic; and shall so revise, fix and regulate the charges as to allow reasonable compensation for the services to be rendered. It shall exercise a watchful and careful supervision over the tariffs of charges of every railroad, and shall revise the same from time to time, as justice to the public and the railroad may require, and shall increase or reduce any of the rates, as experience and business operations show to be just. In fixing joint tariffs of rates, for connecting lines, the Commission shall determine the proportion to be charged by each of the railroads. The Commission shall regulate and fix the rates to be charged on short hauls in excess of what may be charged on long hauls, and it shall determine in all cases whether the circumstances and conditions be, or be not substantially similar.

The State has the right, as a general proposition, to prescribe the compensation a railroad shall receive for carrying passengers and freight within its borders.

Stone v. Yazoo R. R. Co., 62 Miss., 607.

The State may supervise railroads, and regulate their charges through a Commission.

Stone v. Natchez R. R. Co., 62 Miss., 646.

Charges of all Carriers Fixed; Supervision of.

4291. The Railroad Commission may fix the charges of, and shall supervise and regulate all express, telegraph, telephone and sleeping car companies, in the same manner as railroads; and it is the duty of every express, telegraph, telephone and sleeping car company to have and maintain fixed rates for doing business, which shall, without discrimination between persons, corporations or localities, be applicable under similar circumstances, to all persons alike; to submit its tariff of charges to the Commission for approval, and to comply with the orders and regulations of the Commission

made in supervising it, in like manner, and under like penalties against the company, its officers and employes, as is provided in the case of railroads: and express, telegraph, telephone and sleeping car companies shall be liable civilly and criminally for extortion, in the same manner as railroads.

Rebates and Free Passes Unlawful.

4292. It is unlawful for any railroad to make, or allow any rebate or reduction from the tariffs of charges fixed or approved by the Commission, in favor of any person, place or corporation, by a change in or deviation from the rates so fixed or approved, unless such change or deviation be first allowed by the Commission; and it is unlawful for any railroad to grant free passes or tickets, or passes or tickets at reduced rates, to any person, or to transport, or suffer any person to be transported free of charge, or at reduced rates, not applicable to all persons alike; but this shall not prevent the transportation, free of charge, or at reduced rates, of persons and freight for a scientific, religious or benevolent purpose, or for an industrial exhibition, fair or association of a public nature, nor such transportation of immigrants, persons travelling with a view of locating immigrants, and indigent and unfortunate persons, nor shall it prevent the sale and issuance of mileage, excursion and commutation tickets, nor the free carriage of the railroad's own officers, and of persons *bona fide* in its employment, at a salary or regular compensation, nor the exchange of passes or tickets with the other railroads for their officers and employes, nor its free carriage of the class of persons known as railroad employes, of persons injured in railroad accidents, and of the physicians and nurses attendant upon such injured persons, nor the carriage free, or at reduced rates, of the members of the families of officers and employes of the railroad; however, these exceptions are allowed on the condition that the railroad shall report annually to the Commission all free passes granted, to whom, and for what reason granted.

Punishment for Making Rebates, and Granting Free Transportation Contrary to Law.

4293. If any railroad shall make any rebate, deduction or allowance in freight or passenger rates from the rates approved or fixed by the Commission, without its consent first had, or shall give to any person a free pass or ticket, or transport him free of charge, contrary to law, or shall fail to make due report of free passes granted, such railroad shall, in either case, be guilty of a misdemeanor, and on conviction, shall be fined not less than one hundred dollars.

Tariffs and Notices to be Posted up.

4294. The Commission shall prescribe the manner, and designate the place of posting the tariffs of charges; and every railroad shall post, within ten days after approval, and keep posted in the manner and at the place designated by the Commission, at each of the depots, its tariff of charges for the transportation of passengers and freight, including joint tariffs with all connecting lines, if so ordered, together with the Commission's certificate of approval, and all classification notices and orders promulgated by the Commission, and directed to be posted.

Penalty for Defacing Posted Matter.

4295. Any person who shall tear down, deface or mutilate the tariffs of charges for transportation of freight or passengers, classifications, circulars, rules and regulations, posted by any railroad in compliance with law, or the rules and regulations of the Commission, or who shall erase or alter, without proper authority, the marks on the bulletin board, shall be guilty of a misdemeanor, and upon conviction, shall be punished by a fine not exceeding fifty dollars, or imprisonment in the county jail not exceeding thirty days.

Information and Copies of Contracts Furnished.

4296. The Commission shall demand and require all proper information from railroads, express, telegraph, telephone and sleeping car companies to enable its members to intelligently discharge their duties; and to require the same of all steamboat and other common carriers for statistical purposes, to be incorporated in the State census. The railroads and all other common carriers shall furnish the Commission with all information required relating to the business of each, and the management, income, receipts, expenses and expenditures thereof; and with copies of all leases, contracts and agreements for transportation with each other.

Complaints of Schedule and Tariff; What to Contain; Notice, Hearing and Determination.

4297. The Commission shall docket, hear and determine all complaints made of any time schedule, or of the tariff of rates, joint or several, made by any railroad, or fixed or approved by the Commission, on the ground that the same, in any respect is, in the case of a time schedule, unnecessarily inconvenient for the public, or, in the case of a tariff of rates, that the charges are far more than just compensation, or that such charges, or any of them, amount to or operate so as to effect unjust discrimination. The complaint must be in writing, and specify grounds of complaint, or the items in the tariff against which complaint is made; and if it appear to the Commission that the matter ought to be investigated, the Commission shall forthwith furnish to the railroad a copy of the complaint, together with notice of the time and place of hearing; and at the time and place named, the Commission shall hear the parties to the controversy, in person or by counsel, or both, and such evidence as may be offered, oral or in writing, and may examine witnesses on oath, conforming to the mode of proceedings, as nearly as may be convenient to that pursued by arbitrators, giving such time and latitude to each side, and regulating the opening and closing of any argument, as the Commission may consider best adapted to arrive at the truth; and when the hearing is concluded, the Commission shall give notice of any change deemed proper by it to be made, to the railroad, and require compliance with its order.

Cars Delivered to Connecting Lines.

4298. Every railroad is required at its *termini*, and at other convenient intermediate points, to switch off and deliver to a connecting line, having the same gauge, all cars passing over its line, or

any part thereof, and containing freight consigned to any point along or beyond such connecting line; and any failure to do so, with reasonable diligence, according to the route by which such freight is consigned, shall be deemed and taken as a conversion in law of such freight, and shall give a right of action to the carrier, owner or consignor for the value of the same, with interest, and not less than ten per centum, nor more than twenty-five per centum, for expenses and damages. And the Commission may make all proper orders to enforce this Section, and exact compliance with it.

Bill of Lading Conclusive of Receipt of Goods.

4299. Every bill of lading, or other instrument in the nature or stead thereof, acknowledging the receipt of property for transportation, shall be conclusive evidence in the hands of a *bona fide* holder for value, whether by assignment, pledge or otherwise, as against the person or corporation issuing the same, that the property had been so received.

Bank to Retain Money Collected on Bill of Lading.

4300. A bank or other person collecting a draft, with a bill of lading attached, shall retain the money so collected for the space of twenty-four hours after the delivery of the goods.

Liability of the Last of Several Carriers.

4301. If a common carrier receives freight for further transportation and delivery within this State from another carrier, or any contract, express or implied, for continuous carriage, and it arrives at the place of delivery in a broken or damaged condition, or some part thereof be lost or destroyed, it is the duty of the last carrier to obtain and furnish to the consignee, or other person interested, on demand, true copies of all notations, exceptions, records and memoranda entered on the books of each carrier touching the receipt, transfers and handling of the freight while in transit, and if such last carrier shall not so furnish the same within thirty days after demand, it shall be presumed to have caused such damage, loss or destruction; but in case of damage, loss or destruction of perishable goods by reason of their nature, and of damage not discoverable by outward inspection, proof thereof shall be admissible.

Necessary Depots to be Maintained.

4302. Every railroad shall establish and maintain such depots as shall be reasonably necessary for the public convenience, and shall stop such of the passenger and freight trains at any depot, as the business and public convenience shall require; and the Commission may require all passenger trains to permit passengers to get on and off in a city at any place other than at the depot, where it is for the convenience of the travelling public; and it shall be unlawful for any railroad to abolish or disuse any depot when once established, or to fail to keep up the same, and to regularly stop the trains thereat, without the consent of the Commission.

Regulations for Passenger Depots.

4303. The Commission shall establish such rules and regulations for the arrangement and management of passenger depots as will secure the comfort of passengers, and it shall cause a copy thereof to be posted in each passenger depot or reception room.

Bulletin Boards.

4304. It is the duty of every railroad to keep, conspicuously placed, as the Commission shall direct, and of the form and size prescribed by it, at each reception room or depot, a bulletin board, which shall show the time of arrival and departure of trains, and when any passenger train or other train for transporting passengers is delayed, notice of the delay shall be made on the bulletin board, as soon as the delay is ascertained, for the information of the passengers; stating, as near as can be ascertained, the extent of the delay, and when the first or any subsequently noted time of delay shall have passed, further notice of the delay shall be entered, and if any railroad shall fail to keep the bulletin board required, and of the form and size prescribed, and placed as directed, or shall fail to have noted thereon the facts required, such railroad shall forfeit the sum of fifty dollars, for each failure, or each day's failure, in any such particular.

Commission to Visit Stations, Etc.

4305. The Commission shall, from time to time, as far as practicable, visit all stations on the various lines of railroad, and investigate the manner in which the bulletin boards are posted and kept, how reception rooms are arranged and kept, how rates for freight and passengers are posted, and such other things as it may deem proper to investigate; and it shall take notice of every neglect or failure by a railroad company to comply with the law and the rules, orders and regulations of the Commission, and to enforce a strict observance thereof.

Sufficient Passenger Cars to be Provided.

4306. Every railroad shall furnish a sufficient number of passenger cars to comfortably accommodate and seat its passengers; and, if any railroad shall fail to do so, the Commission shall entertain the petition of any person cognizant of the facts. When the petition is filed, the railroad shall be duly notified thereof, and, after investigating the case, the Commission shall make and certify to the railroad such orders as to the number and character of passenger coaches necessary for the public convenience, as the Commission shall deem proper; and in any proceeding concerning the matter, such order of the Commission shall be deemed *prima facie* reasonable and proper.

Notice of Accidents.

4307. It is the duty of the conductor and engineer, or one of them, of any railroad train to which an accident has happened, attended with delay or serious personal injury, to immediately

telegraph the same to the Clerk of the Railroad Commission, at the capitol, or if they be not at a telegraph office when such accident occurs, as soon thereafter as they can reach such office; and it shall be the duty of the Superintendent of every railroad whose train has suffered any such accident, within five days thereafter, to report in writing to the Railroad Commission the full particulars thereof, giving the names of the persons killed or injured, if known, and amount and character of property destroyed, together with the cause of the accident. It is the duty of the railroad to require such duties to be performed, and if any railroad whose train has suffered any such accident, shall fail to cause its conductor, engineer and superintendent to perform such duties, it shall be guilty of a misdemeanor, and shall be punished, on conviction, by a fine of not less than one hundred dollars.

Commission to Visit Scenes of Accident

4308. One or more of the Commissioners shall visit promptly the scene of every accident to a railroad train, accompanied by death or serious bodily injury to a human being, and inquire into the facts and circumstances, and make a proper report thereof, to be recorded in the Minutes, and embraced in the annual report, with proper reference to the report of the Superintendent.

Location of Station Houses.

4309. The Commission may designate the site or location of any new building or station house which may be ordered erected, in cases where the site selected by the railroad's officials is inconvenient or inaccessible; but every depot must be located with due regard to the interest of the railroad and public convenience.

Union Passenger Depots.

4310. The Commission, whenever the public convenience may require it, shall cause union passenger depots and transfer stations to be erected; and may designate the dimensions and sites thereof, and if the several railroads concerned cannot agree therein, may fix the proportion to be contributed by each.

Insufficient Depot Facilities.

4311. The Commission may require every railroad to provide sufficient depot, storage and platform facilities; and shall hear all complaints that may be presented in writing, as to insufficient depot, storage or platform facilities for freight, and shall make such order thereon to secure the same as the facts and the public convenience may warrant.

To Inspect Depots; Reception Rooms.

4312. It is the duty of the Commissioners to inspect the depots of all railroads, from time to time, and of the Commission to require comfortable and suitable reception rooms for passengers, separate

for the races, and, if it deem proper, for the sexes; and it may require such additions to or alterations in passenger depots or station houses as may be necessary in its judgment to secure ample, comfortable and suitable accommodations for all passengers. And any railroad failing to provide such reception rooms; or to make the alterations or additions required, within the time prescribed by the Commission, shall forfeit the sum of fifty dollars for each day of such failure.

How Rooms to be Kept Open, Etc.

4313. Every railroad shall keep rooms open for the reception of passengers at all stations at least one hour before the arrival, and one-half hour after the departure of passenger trains; and all reception rooms shall be made comfortable, and shall be kept in a cleanly and decent condition, and properly heated when necessary, and properly lighted at night. The agent or person in charge shall preserve order, and if necessary eject any person whose conduct is boisterous or offensive.

Gates Across Thoroughfares.

4314. It is the duty of a railroad, whose track crosses a thoroughfare, whenever the Commission shall declare the safety of the public to require it, and shall so order, to maintain a gate at the crossing thereof, and to close it during the passage of its engines and cars, and only for a sufficient length of time for that purpose. The Commission may prescribe the materials, dimensions and mode of operation of such gates.

Insecure Bridges Examined, Etc.

4315. It is the duty of the Commission, upon complaint by petition, or whenever they may have knowledge otherwise of any insecure bridge, trestle, tunnel or roadbed, to inspect the same, and if necessary procure the services of a competent engineer, to examine the same, and after giving notice to the railroad, may declare such bridge, trestle, tunnel or roadbed unsafe, and make such recommendations to the railroad relative thereto as it may deem proper, and after such bridge, trestle, tunnel or roadbed be declared to be, in the judgment of the Commission, unsafe, and the same be not made safe, and any accident occur, arising out of such unsafe condition, then the finding of the Commission shall be *prima facie* evidence in any suit for damages against the railroad of culpable negligence, and will justify punitive damages. The cost of examination by a competent engineer shall be paid as the expenses of the Commission are paid, after the allowance of the same by the Commission.

Inspection of Roadbeds, Etc.

4316. The Commission, through its several members, shall inspect every railroad whenever it shall deem the same necessary, and it must inspect all the railroads once in each year, and the results must be entered upon the Minutes of the Commission, and

embraced in its reports, and must embrace information as to the condition of the roadbed, bridges, trestles, rolling stock and depots, with such other as the Commission may deem proper. Whenever the Commission shall find any roadbed, trestle, bridge, tunnel, switch, or any part of a railroad track, or any rolling stock in actual use, in an unsafe condition, it shall direct the railroad company to make the necessary repairs.

Automatic Couplers.

4317. The Railroad Commission shall recommend to the several railroads the adoption of uniform automatic car couplers; and when any such appliances shall have been required by Congress to be used in interstate commerce, the Commission is authorized to require railroads in this State to comply with the requirements, as concerns domestic commerce, within a reasonable time. ;

Classification of Freight.

4318. Every railroad ought to use the same classification of freight; and, as far as practicable, the Railroad Commission shall require them to do so, and to conform the classification to that in use in interstate commerce, when practicable.;

Free Transportation of Commissioners.

4319. It is the duty of all railroads to transport each of the Commissioners, when travelling on official business, free of charge, and to afford them all proper facilities; and also to transport each of them, and the Secretary of the Commission, free of charge at all other times when travelling in the discharge of any duty required by law, or enjoined by the Commission; but it is unlawful for the Commission to accept free transportation except as above provided; and any Commissioner, or the Secretary of the Commission, if he accepts free transportation for himself, or any one else, or if he in any manner evade the payment of full fare for transportation on any railroad, or any train, except when travelling on official business, in the discharge of official duty, he shall be subject to the punishment prescribed in the second Section of this chapter. (Section 4274.) And any railroad company granting free transportation to, or permitting a Commissioner, or the Secretary of the Commission, to travel on its train without paying full fare, except when on official business, shall be guilty of a misdemeanor, and on conviction, shall be fined not less than one hundred dollars; and every railroad shall annually report to the Commission the number of trips and of miles it transported either of them, or the Secretary, during the preceding year, and the Commission shall report the same to the Legislature.

Quarterly Returns. "

4320. It is the duty of every railroad to make quarterly returns to the Commission within forty days after the end of each quarter, of all receipts and expenditures of the railroads, and embracing such other proper matters as the Commission shall require. The returns shall be according to forms prescribed by the Commission.

Annual Reports of Railroads.

4321. It is the duty of every railroad to make a report to the Commission, on blanks to be furnished by it, up to and including the thirtieth day of June of each year, within sixty days after that date, and to report therein fully as to all matters required by the Commission. The report shall give the name of each person transported free of charge, and the consideration of such free transportation, and the number of miles travelled.

Affidavit to Reports and Returns.

4322. The annual reports and quarterly returns shall be sworn to by one or more officers of the railroad, or of the persons operating it, who has knowledge of the truth, and any person knowingly swearing falsely to any statement in any of said annual reports or quarterly returns, shall be guilty of perjury.

Penalty for Failure to Make Reports and Returns.

4323. If any railroad shall fail or refuse to make any annual report or quarterly return, within the time prescribed, or to report or return fully in the manner required, shall forfeit the sum of fifty dollars for each day's delay, to be recovered in an action to be instituted by the Commission.

*Express, Telegraph, Telephone and Sleeping Car Companies;
To Make Returns and Report.*

4324. Every express, telegraph, telephone and sleeping car company doing business in or through this State, shall make the like returns and reports as are required of railroads, of the like dates, and within time prescribed for railroads, and on the forms prescribed by the Commission, and under the like penalty on their several parts, and on the parts of their officers; and shall, moreover, by any failure to comply with the law, and the reasonable requirements of the Railroad Commission, forfeit its right to do business in this State.

The Commission to Regulate Them.

4325. The Railroad Commission shall require all the necessary information from such companies, and shall make such reasonable orders for their supervision and regulation, from time to time, as to their charges and otherwise, as the public interest may require.

Messages Delivered; Penalty for Neglect.

4326. A telegraph or telephone company shall deliver all messages addressed to a person residing or having a place of business in any city, town or village, where it may have an office, or within one mile of its office; and if any telegraph or telephone company shall receive any message or matter for transmission, and shall fail, neglect or refuse, without good and sufficient reason, to trans-

mit correctly and deliver the same within a reasonable time, to the person addressed, such person, or the person injured, shall be entitled to recover of the company in default, the sum of twenty-five dollars, in addition to damages for injury.

The statutory penalty is not recoverable where the message is to be delivered beyond the limit of the State.

Alexander v. Western U. T. Co., 66 Miss., 161.

The Statute applies in favor of the sendee, as well as the sender.
Western U. T. Co. v. Allen, 66 Miss., 549.

The message must be received by the company, and in accordance with its usual mode of doing business.

Western U. T. Co. v. Dozier, 67 Miss., 288.

Western Union Telegraph Company v. Liddell, 68 Miss., 1.

Certain Duties of Express Companies.

4327. If any express company, through any agent or employe, shall demand and receive of a consignee any charge, or part of a charge which has been prepaid, or a greater sum than the company had agreed to perform the services for, or more than reasonable compensation for any service rendered, the consignee or person paying the overcharge shall be entitled to recover of the company twenty-five dollars, in addition to damages for any injury; and any package which the company shall receive and transport, marked "paid" or "pd," or otherwise so marked to indicate payment, shall not be charged for at the point of delivery, under the same penalty.

Telegraph and Express Companies to Maintain Necessary Offices, Etc.

4328. Every telegraph and express company shall establish and maintain offices for the transaction of business with the public, in their respective capacities, as common carriers, at each city, town and village convenient to its routes, if, in the opinion of the Railroad Commission, the public convenience and necessities require it; and they shall not discontinue an office once established, without the consent of the Commission, which has authority to require such companies to establish and maintain such offices, and to require telegraph companies to keep night operators at every place where, in its judgment, the business and public convenience justify and require it.

Penalty on Carriers for Violating the Law.

4329. If any railroad or other common carrier shall violate any of the provisions of this chapter, or shall fail to do and perform any duty imposed by law, or shall fail to comply with any lawful order of the Commission, or to conform to any of its reasonable rules and regulations, or shall demand or receive a greater sum for the transportation and handling of any passengers or freight than authorized by law, or the Commission, it shall be liable to a penalty of five hundred dollars for every such failure or overcharge, not otherwise punished, to be recovered by action in the name of the Commission, in any County where such failure may occur, or overcharge be made; but in trials of cases brought for a violation of any tariff of charges, as fixed by the Commission, it may be shown in defense that such tariff so fixed was unreasonable and unjust to the carrier.

Remedies Cumulative; Street Railways Excepted.

4330. The remedies given by this chapter against railroads and other common carriers, are cumulative to those now existing by law. Street railways are not subject to the provisions of this chapter, but are subject to the regulations of the city, town or village in which they are situated.

The Commission to See that the Laws are Complied With.

4331. It is the duty of the Railroad Commission to call for information from railroads and other common carriers, from time to time, and to make investigations to determine whether the laws are being complied with on their several parts, and it is its duty to see that all the laws, civil and penal, whether contained in this chapter or not, affecting railroads and other common carriers, are complied with, and to prosecute all offenders.

The Same; Commissioners to Visit Counties, Etc.

4332. One or more of the Commissioners, at least once in every year, shall visit each County through which a railroad runs, and there remain at least one entire day; and he, or they, shall there inquire into all violations of law relating to common carriers, hear all complaints; may summon persons to give evidence thereof, and shall note all complaints and evidences of violations of law; and thereafter the Commission shall institute proceedings, as the law directs, for such violation. At such visits the Commissioners shall inquire into the needs of the community and to what extent, if any, it is discriminated against in freight, passenger, express or telegraph rates; and if they find that the products of a community are unprofitable to the producers, by reason of excessive transportation charges, or the people of a community otherwise unjustly discriminated against, the Commission shall take such action as is authorized by law to remedy the evil; and the Commission shall at all times exercise its power in the direction of affording cheap transportation for agricultural products raised in this State to other parts thereof, where they may be sold. The Commissioners shall give ten days notice of their visits required by this Section, to the public in the community to be visited.

Biennial Reports of the Commission.

4333. The Commission shall make a report every two years to the Legislature of all its acts and doings for the two preceding years, ending on the prior thirteenth of June; the reports shall give all necessary and proper information concerning the operations of the railroads of the State, and its transportation facilities, and embrace such suggestions as the Commissioners deem proper.

Salaries and Expenses of the Commission; How Paid.

4334. The salaries of the Commissioners, and of the Secretary of the Commission, and all expenditures, shall be paid out of the appropriations made to defray the expenses of the Commission; but an itemized account shall be kept of all expenditures, and reported to the Legislature. All expenditures shall be certified to the Auditor, under the seal of the Commission.

Witnesses; How Paid.

4335. Witnesses summoned to appear before the Commission shall be entitled to the same per diem and mileage, as witnesses attending the Circuit Court; and witnesses summoned by the Commission on its behalf, shall be paid as other expenditures of the Commission, upon the certificate of the Commission showing the amount to which such witness may be entitled; and witnesses summoned for any railroad or other carrier, shall be paid by it.

Terms Defined.

4336. The term "railroad" includes and applies to every person, firm, association of persons and company, whether incorporated or not, who or which shall own or operate a railroad as a common carrier; and the term "company" embraces and applies to every person, firm, association of persons and company, whether incorporated or not, who or which shall own or operate a telegraph or telephone line, or do an express or sleeping car business.

False Signals—Unlawful Interference.

1280. If any person, without authority, and in the absence of apparent danger warranting such act, shall, out of a spirit of mischief, or with any purpose other than to prevent or give information of an accident, make, or cause to be made, any sign or signal to persons in charge of any locomotive, or railroad train, or cars, or to any of such persons, or in the sight of any of them, with intent to cause the stopping or starting of such locomotive, train or cars; or if any person unlawfully interfere with the management or running of such locomotive, train or cars on any railroad, the person so offending shall be guilty of a misdemeanor, and upon conviction, shall be fined not less than ten dollars, nor more than two hundred dollars, or shall be imprisoned in the county jail not exceeding three months.

AN ACT

To Enlarge the Powers of the Railroad Commission in Regard to Railway Crossings of Highways and Streets in Cities, Towns and Villages.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that the Railroad Commissioners of this State are empowered, authorized and required to order any railroad company not to use for switching purposes, nor for standing trains of any kind, such portions of its track upon or over any public street or highway in any city, town or village as, in their opinion, the public convenience and safety require should not be used, and may limit the number of tracks, other than main tracks, which a railroad company may use upon or across such public street or highway for side track or for switching purposes, and may order a railroad to remove such of the side tracks or switching tracks now laid upon

or across any such public street or highway, as said Commissioners may deem public convenience or safety require should be removed.

Sec. 2. That upon notice given of any order under the above Section, made by the Commissioners, the railroad company so notified shall, within ninety days, remove or adjust those tracks so as to comply with said order, and in default thereof shall forfeit and pay to the State of Mississippi one hundred dollars for each day's default, to be recovered by an action in the name of the State, to be prosecuted by said Commissioners, and one-half of the amount recovered shall be paid to the city, town or village in which the default is made, and one-half into the treasury of the State, provided suit be brought within sixty days after default.

Sec. 3. That this Act take effect at once.

Approved March 30, 1892.

HOW RAILROADS CLASSIFIED.

[Privilege Tax, Chapter 108, Annotated Code.]

3879. Railroads are divided into four classes: First, second, third and narrow gauge, and privilege taxes are levied on them as follows:

On each railroad of first class, per mile	\$20 00
On the second class	15 00
On the third class	10 00
On the narrow gauge class	2 00

The Railroad Commission shall, annually, on or before the first Monday in August, classify the several railroads according to the gross earnings of each, and the privilege taxes thereon shall be paid on or before the 1st day of December.

Tax on Sleeping Car Companies.

3887. On each sleeping and palace car company, carrying passengers from one point to another within the State, one hundred dollars; and twenty-five cents per mile for each mile of railroad track over which the company runs its cars.

ASSESSMENT AND TAXATION OF RAILROADS.

[From Chapter 116, Annotated Code 1892.]

Each Company to File Schedule.

3875. Each railroad company owning and operating a railroad shall, on or before the first Monday in April in each year, file with the Railroad Commission a complete schedule under oath, of all its property, real or personal, taxable and non-taxable, setting forth

therein the length in miles, or fractions thereof, of its entire road-bed, switches and side tracks, and showing how many miles, and fractions thereof, lie in this State, and in each County of the State, and in each city, town or village, and the value of the whole and each part thereof, as subdivided herein; the total amount of capital stock, its par value and its actual value, and the value of its franchise; the number of engines, and their respective values; the gross amount of receipts in the year preceding; the number of cars of all kinds, their classes and value; the number of depot buildings and warehouses, and other buildings; in what County, and city, town, village or levee district located, and the value of each, including the land and lots upon which the same are built; the value of all machine and car shops, and stationary machinery and tools therein, and in what County and city, town, village or levee district located, including the land upon which the same are built; all real, personal or mixed property belonging to the company within the State, not enumerated, with its value; the number of bridges and ferries in this State, in what County, city and town, village or levee district situated, and the value of each, and specifying whether such value is or is not included in the value of the roadbed; a list of all lands in this State owned, describing the same, and giving the location and value thereof, the quantity of land used for depots and machine shops, and its value aside from the buildings thereon; the gross amount of receipts for the year preceding from passengers and freight separately, and the proportion thereof earned within and from this State, and if any of said property is claimed to be exempted from taxation it shall be separately stated, and the law cited under which the claim is made.

The Same; Penalty for Failure

3876. If any company, corporation or person who should do so, shall fail, neglect or refuse to render the schedule required by the last Section, such company, corporation or person shall forfeit and pay to the State, for every such failure, neglect or refusal, the sum of five thousand dollars, to be recovered by action, which shall be instituted and prosecuted under the direction of the Railroad Commission; and in case of such failure, neglect or refusal, the Commission shall make out such schedule from the best information obtainable.

The Same; State Railroad Assessors.

3877. The members of the Railroad Commission the constituted State railroad assessors, and they shall, upon the receipt or making and completion of the schedules provided for in the last two Sections, assess all railroad, telegraph, sleeping car, dining car and express company property liable to taxation in the State, affixing its true value, so that such property shall bear its just proportion of taxation, taking into consideration the value of the franchise, the capital stock engaged in the business in this State, and the railroad assessors may adopt other and further rules necessary and proper to ascertain the value of property to be assessed by them, including the amount of capital engaged in the business in this State.

The Same; Not Bound by Schedule Rendered

3878. "If in any case the State railroad assessors have reason to believe that any railroad company, or person owning or operating a railroad, has rendered a false or fraudulent schedule, and that an assessment predicated thereon will relieve such company or person

of a just share of taxation, they shall not, in making assessments, be bound thereby; but they shall make out a proper schedule as if none had been rendered, first giving such person or company five days notice to come forward at a time and place to be named, and show cause why such a course should not be pursued. Such notice shall be served and returned as a summons from Court.

The Same; Records to be Kept and Preserved.

3879. Complete and full records shall be kept by the Railroad Commission of all things done under the authority conferred upon it and on its members by the provisions of this chapter.

The Same; Assessments to be Made by the Counties, Etc.

3880. The State railroad assessors shall, if practicable, on or before the first Monday of June, and if impracticable, as soon thereafter as it can be done, in each year, make out for each County having any railroad, telegraph, sleeping car, palace car, dining car or express company property therein, an assessment roll of such property, both real and personal, and the same shall be in such form as they may prescribe, as near in conformity to ordinary assessment rolls as convenient and practicable, the property in cities, towns and villages, and levee districts, being distinguished, and the same shall contain all the property of any such company or other railroad property in the County, and the value thereof, and the State taxes thereon, and so made that each County, levee district and municipality shall receive its just share of such taxes proportionately to the amount of the property therein situated, and the same, when made, shall remain on deposit for one month in the office of the Railroad Commission, and be for said time subject to the objections thereto which may be filed, but the taxes on other real estate belonging to railroads than that forming a part of the road, shall not be extended on the rolls.
.. (See Chapter 77' Acts 1900.) ..

The Same; Objections Heard, Etc.

3881. It shall be the duty of the Railroad Commissioners to meet in the capitol, at the city of Jackson, on the first Monday in July of each year, or in case of failure, as soon thereafter as practicable, for the purpose of hearing and considering objections to assessments made by them, and they shall remain in session until all objections are heard and disposed of, and they may, if they think objections just, sustain the same, and amend assessments, if necessary, accordingly.

The Same; Assessments Sent to the Counties.

3882. So soon as the assessment rolls have remained subject to objection for one month, and when all objections, if any, are disposed of, the assessment rolls shall be approved, either by order of the Railroad Commission, or by operation of law, and the same shall be sent to the Clerks of the Boards of Supervisors of the respective Counties, who shall file and preserve the same as a record.

The Same ; Duty of the Clerk.

3888. The Clerk shall make two copies of said assessment rolls, as of other assessment rolls, and dispose of them as provided by law in case of the general assessment rolls; and perform all duties required of him in other cases. (See Section 3794 a.)

The Same ; The Tax Collectors.

3884. The tax collectors shall collect the railroad taxes from said rolls in all respects as he collects other taxes; but in case of a sale for delinquent railroad taxes, the collector shall first seize and sell personal property, or lands other than the roadbed; and second, rolling stock; and lastly, the roadbed of the railroad in his County.

Telegraph, Express, Sleeping Car Companies, Etc.

3885. Telegraph, express, sleeping car, palace car and dining car companies shall be assessed for *ad valorem* taxation in the same manner as railroads; and the Railroad Commissioners shall be assessors thereof, and shall perform the same duties in respect thereto as in the case of railroads, and at the same time, and with like effect; the clerks and tax collectors shall perform the like duties as required in case of railroads.

The Same ; Schedules.

3886. The person or corporation owning or operating a telegraph line, or carrying on the business of an express, sleeping car, palace car or dining car company, shall file the schedules required of railroads within the time and under like penalties, and the schedules shall contain the same, or such of the particulars required of railroads, as to the property and rights of the company, as the Railroad Commissioners shall direct, and such other particulars as they shall demand.

CHAPTER 60—ACTS 1896.

AN ACT to develop the Internal Commerce and better facilitate the handling of the Products of the State of Mississippi, by giving power to the Railroad Commissioners to receive and decide upon the application of individuals or corporations to have their Plants or other Industries connected to the Main Line of the Railroads operating in this State, by Side Tracks, Switch Tracks or Spur Tracks.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that the Board of Railroad Commissioners shall have power to receive, consider and decide upon applications made by private persons or corporations, to have their manufacturing plant or other industries connected to the main line of any railroad established and doing business as common carriers within the

limits of the State of Mississippi, or which may hereafter be established, by side tracks, spur tracks, or loops or switch tracks, to facilitate the handling and removing of products, by manufacturing, agricultural, mining or other industries, which give employment to laborers and benefit the communities wherein located, without undue hazard to the property or trains of said railroads, which shall be determined by the proper presentation of facts and a map of the location where such tracks are to be located. Provided, the person, company or corporation desiring such spur or side track to be so built, shall defray all expenses of right of way, grading, and for cross ties, rails, spikes and fastenings and switches required, unless otherwise agreed on.

Section 2. That after any side track, spur track, loop or switch track shall have been established, and in operation for any of the purposes mentioned in first Section of this Act, it shall be unlawful for any of the said railroads to abandon, destroy, remove, or otherwise sever any of the connections therein described, with and to their main line by side track, spur track, loop or switch track, without the consent of the said Railroad Commission, upon ten days notice to the parties interested (the owners of the original plant or property for whom it or they were constructed), or their heirs or assigns. Provided, that it shall be shown that the business is continued over said tracks, that he or they have complied with such rules and regulations as are uniformly enforced by said railroad for the safe operation of all similar side tracks, spur tracks, loops and switch tracks, situated on their several lines, and for the protection of their property and trains.

Section 3. This Act to take effect from and after its passage.

Approved March 19th, 1896.

CHAPTER 61.

AN ACT to Provide for the Protection of Railroad Crossings, with Interlocking or Derail Safety Devices, and to Regulate the Running of Trains at such Crossings.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that in every case where the main track of two or more railroads shall cross at grade in this State, and the companies owning and operating the railroads shall establish at such crossing an interlocking derail or other safety device, and said companies shall notify the Railroad Commission, being satisfied that such device is sufficient to protect persons and property from danger at said crossings, then it shall be lawful for said Railroad Commission to grant to said railroad companies permission to run their trains over said crossing without stopping, the rate of speed at which said trains are to run said crossing to be fixed by the Railroad Commission, and the railroad companies having obtained the permission of the Railroad Commission, as aforesaid, shall not be liable to any penalty for running such crossing without stopping their trains before crossing safe.

Sec. 2. This Act shall take effect and be in force from and after its passage.

Approved March 23, 1896.

CHAPTER 62.

AN ACT to Amend Section 3564 of the Annotated Code of 1892, in Relation to Shipping Live Stock.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that Section 3564 of the Code of 1892 be amended, so as to read as follows:

3564. Rights of Shippers of Live Stock. A person who has chartered a car for the purpose of transporting live stock, shall have the right to ship in the same car, at his own risk, different kinds of live stock. The shipper shall have the right to load said car by separating his stock with gates or bars, or by putting upper decks, at his own expense, and without injury to the car; and the shipper shall be responsible for all damage that may occur by reason of its being so loaded. Any railroad company refusing, without sufficient reason, to move or transport a car so loaded, shall be liable to the party injured thereby, to double damages, to be recovered before any Court having jurisdiction.

Sec. 2. That this Act shall take effect and be in force from and after its passage.

March 18, 1896.

CHAPTER 63.

AN ACT to Amend Section 3546 of the Annotated Code, so as to Abolish the Penalty of One Hundred Dollars, therein provided, for Exceeding the Rate of Speed of Six Miles an Hour.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that Section 3546 of the Annotated Code be so amended as to read as follows:

Section 3546. Not to run at a rate over six miles an hour in cities, etc.; damages, etc. Any railroad company having the right of way, may run locomotives and cars by steam through cities, towns and villages at the rate of six miles an hour, and no more; and the company shall be liable for any damages or injury which may be sustained by any one from such locomotive or cars whilst they are running at a greater speed than six miles an hour through any city, town or village.

Sec. 2. That this Act shall take effect and be in force from and after its passage.

Approved, March 18, 1896.

CHAPTER 80.

AN ACT to Amend Section 3560 of the Annotated Code of 1892, Prohibiting the Leasing, Purchase or Consolidation of Parallel or Competing Railroad Lines.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that Section 3560 of the Annotated Code of 1892 be amended, so as to read as follows:

It shall be unlawful for any railroad company to consolidate with

a parallel or competing railroad company, or to allow its affairs to be in any manner managed, regulated or controlled by any such parallel or competing railroad company, or permit its affairs to be so managed, regulated or controlled by the same person or persons who manage, regulate or control the affairs of such competing or parallel railroad company, under penalty of the forfeiture of the charters and franchises of such company or companies, and all persons, agents or companies so offending, shall be liable to the further penalty of ten thousand dollars. And it shall further be unlawful for competing railroad companies, operating parallel lines of road within twenty miles of each other, to lease or purchase, directly or indirectly, the opposing line, or any part thereof, or any interest therein. Such contracts, no matter in whose name made, are hereby prohibited under the penalties in this Section provided.

Sec. 2. That this Act take effect and be in force from and after its passage.

Approved January 29, 1898.

CHAPTER 81.

AN ACT to Require Parallel Railroads, and Railroads Terminating at same Point, to Connect their Tracks by Switches for the Transportation and Transfer of Freight Cars.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that the Railroad Commissioners are hereby empowered to require railroads of the same gauge, when running parallel to each other, or terminating within one mile of each other, or when running parallel in such manner as to make it convenient, and it shall appear to the satisfaction of the Railroad Commission that it would be convenient, or the general public, that such railroad shall connect their tracks, they shall do so on the order of said Railroad Commission, so as to transfer cars of freight from one road to the other.

Sec. 2. If any railroad company shall refuse or neglect to comply with such order of the Railroad Commission, it shall, on proper hearing, be fined one hundred (\$100) dollars for each day's delinquency.

Sec. 3. This Act shall be in force from and after its passage.

Approved February 11, 1898.

CHAPTER 82.

AN ACT giving Authority to the Railroad Commissioners to Supervise Car Service Associations, Etc.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that all Laws, Acts, and parts of Acts, giving authority to the Railroad Commission to supervise common carriers, shall also apply to car service associations or other associations, govern-

ing or controlling cars or rolling stock of railroads, at whatever place they do business in this State, and the same penalty fixed by law for disobeying the mandates or orders of the Railroad Commission shall apply to car service associations, as well as to common carriers.

Sec. 2. That this Act take effect from and after its passage.

Approved February 11, 1898.

CHAPTER. 77.

AN ACT to Amend Section 3880 of the Annotated Code of 1892, so as to Require the State Railroad Assessors to Distinguish on the Assessment Rolls Property in Separate School Districts.

Section 1. Be it enacted by the Legislature of the State of Mississippi, that Section 3880 of the Annotated Code of 1892 be amended to read as follows:

3880. The State Railroad Assessors shall, if practicable, on or before the first Monday of June, and, if impracticable, as soon thereafter as it can be done, in each year, make out for each County having any railroad, telegraph, sleeping car, palace car, dining car or express company property therein, an assessment roll of such property, both real and personal, and the same may be in such form as they may prescribe, as near in conformity to ordinary assessment rolls as convenient and practicable, the property in cities, towns and villages, separate school districts and levee districts being distinguished; and the same shall contain all the property of any such company or other railroad property in the County and the value thereof, and the State taxes thereon, and so made that each County, levee district, separate school district and municipality shall receive its just share of such taxes proportionately to the amount of property therein situated; and the same, when made, shall remain on deposit for one month in the office of the Railroad Commission, and be for said time subject to the objections thereto which may be filed; but the taxes on other real estate belonging to railroads than that forming a part of the road, shall not be extended on the rolls.

Sec. 2. That this Act take effect and be in force from and after its passage.

Approved March 6, 1900.

